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Lacking some issues

SAFETY

ontario traffic safety



Ministry of
Transportation and
Communications

Ontario

Published in the interest of greater traffic
safety by the Ministry of Transportation
and Communications, Ontario

JANUARY/FEBRUARY 1978

Most motorists over 80 pass driver's tests

by Lucy LaGrassa

Ever hear the story about the 85-year-old granny who climbed in her car, raced to the corner store in 30 seconds flat, got her groceries and drove back before you even made it out the door?

Well, it could be true.

Why?

Well, when the Ministry of Transportation and Communications annually retests every driver 80 and over, many of them pass.

Take for example Mrs. Fanny Gardiner. When this 81 year old went to the Downsview Driver Examination Centre for her second annual driver's test, she passed.

And Gardiner thought having a driver examination when she hit 80 was a 'terrific idea'.

She said, "Last year was the first time I had the retest. I was nervous about the written part, but when I got in the car with a very nice examiner, I was relaxed throughout the entire skill test. When we came back, he patted me on the back and said it was O.K. I passed."

However, Bert Killian, supervisor of the Downsview Driver Examination Centre said there are a few common

(continued on page 3)

1977 National Truck Hero wins award for bravery

William Alton, 27, from Sault Ste. Marie, was named 1977 National Truck Hero at the Annual Ontario Trucking Association luncheon in Toronto.

Alton's feat?

Rescuing a family of seven from a burning house, shortly after midnight on November 15. Alton initially received word of the fire via CB radio. On arrival, he found the house in flames and all doors locked.

Without delay, he broke the lock on the front door and entered. Hearing a voice cry out, "Dad! The house is on fire!" indicated that someone was awake; that other occupants were in the building.

In one smoke-filled room he found a woman with a baby in her arms; he took the baby out of the house and placed it in a small truck stopped at the scene.

Returning to the house again, he helped

the family out with the aid of another truck driver who had arrived.

The investigating OPP officer in his official report said: "I believe the quick action of William Alton saved the lives of seven people and averted what could have been a tragedy."

The National Truck Hero receives a cash award of \$1,000, a week-end for two in Toronto and a personal trophy from Dayton Tire Canada Ltd., the sponsors of the award, plus an inscribed Rolex watch.

Alton's name will also be inscribed on the permanent trophy which carries the names of 21 former heroes.

Judging the award were: Phillip J. Farmer, executive director, Canada Safety Council; Frank S. Hammond, public relations officer, Ministry of Transportation and Communications; and J. Grant Hart, president, Dayton Tire Canada Ltd.



Marc Lalonde, left, federal Minister of National Health and Welfare applauds as J. Hart Grant, president of Dayton Tire Canada Limited presents the 1977 National Truck Hero award to William Alton. Far right: Frank S. Hammond, one of the judges and public relations officer for the Ministry of Transportation and Communications.

Don't get stuck in a sticker line-up

By mid-February last year, most Ontario motorists had not purchased their licence plate renewal stickers and ended up standing in long, frustrating line-ups.

Don't let this happen to you.

Purchase your renewal stickers early at any one of the Ministry's 311 licence issuing offices located throughout the province.

This year's blue-coloured sticker must be applied to the lower right hand corner of the rear plate before midnight, February 28, 1978.

Snowmobiling students don't play hooky

By George Martin

The old ditty "School Days" has a new meaning for thousands of young Ontarians now enrolled in driver training courses with many snowmobile clubs across the province.

In classrooms and out on the snow, instructors specially trained by the Ontario Federation of Snowmobile Clubs (OFSC) are putting the kids (and adults too) through their paces.

The courses, prepared by OFSC working with Ontario's Ministry of Transportation and Communications and the Ontario Safety League (OSL) are available to young people from 12 to 15, and other snowmobile fans 16 and older who don't have an Ontario motor vehicle driver's licence.

Here's how the course idea works: Those interested enroll at the nearest snowmobile club participating in the OFSC driver training program. For a \$7.50 fee students are given a three-day course, about two hours a day.

The course covers such things as safe operating procedures, snowmobile laws, knowledge of the machine, maintenance, riding positions, survival, first aid, night riding, trail signs, the right clothing and storage.



"Be sure you wear your helmet" - That's one of the safety rules these young snowmobile enthusiasts are learning from instructor Rick Hubbert of the SnoVoyageur Club, Barrie. The youngsters are taking part in the snowmobile driver training courses offered by the Ontario Federation of Snowmobile Clubs throughout the province.

When students graduate they get a licence form. But before they can take to the trails, they must take the form to any MTC driver examination centre where it must be validated before it can be recognized as an official snowmobile operator's licence.

Licence holders aged 12 and 13 may operate a snowmobile on public trails; those aged 14 and 15 may drive on public trails and cross a highway at a 90-degree angle; or on highways where legally permitted.

How are the courses going? Just great, say OFSC chairman of driver training Don Haynes and his wife Charlotte, who is secretary.

"Would you believe," says Charlotte, "that from September to the end of December we graduated 8,000 students?"

"At some clubs we've had such a demand for courses, there's a waiting list", added Don Haynes. "But we only have so many hands and feet to go around. We ask everyone to be patient, we're trying our best to get around to everybody we can."

Commenting on the OFSC driver training program, MTC Minister James Snow said, "The OFSC is making a valuable contribution to snowmobile safety by educating young people who take control of a snowmobile for the first time.

"During the 1976-77 season there was a 6.1 percent drop in snowmobile accidents, injuries and deaths. Yet even one accident is one too many, and that's where the OFSC courses can be a real asset with their emphasis on safety.

"The courses are designed to encourage good, courteous, safe driving habits and skills," said Snow, "and this should help snowmobilers avoid accidents and property damage. In turn that means snowmobilers get a lot more fun out of their sport."

Those interested in taking the OFSC driver training courses should contact: OFSC Driver Training Office, R.R. # 1, Jordan Station, Ontario, L0R 1S0, phone (416) 562-4922; or the Ontario Safety League, 409 King Street West, Toronto, Ontario, phone (416) 362-1516.

New Handbook Available



The Snowmobiler's Handbook



Ministry of
Transportation and
Communications

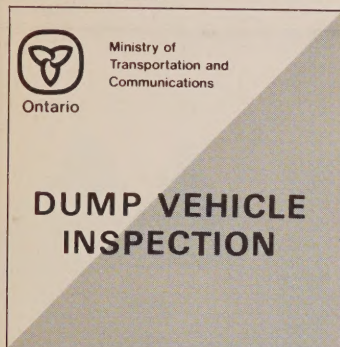
The "Snowmobiler's Handbook" is available without charge at any MTC Driver Examination Centre or licensing office and at most OFSC member clubs.

Dump truck inspections result in safer vehicles

At one time, dump trucks had the highest mechanical defect rate of any class of vehicle operating on provincial streets and highways.

But that's beginning to change now, thanks to Ontario's dump truck inspection program which came into effect Sept. 1, 1976.

According to Transportation and Communications Minister James Snow, MTC's dump vehicle inspection program has resulted in a "marked improvement" in the mechanical condition of these large commercial vehicles.



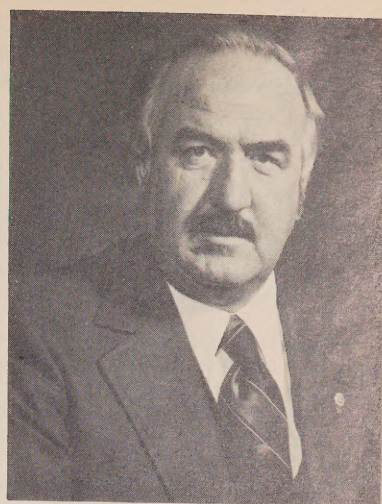
This sticker must be displayed on the top centre of the windshield as evidence of compliance with the program.

"MTC inspectors are finding fewer safety-related, mechanical defects on this class of vehicle," Snow said. "And I'm sure the mechanical condition of dump trucks will continue to improve, particularly now that we are getting full support from the various police forces across the province."

Although the number of charges and convictions for unfit dump trucks in 1977 has not yet been compiled, Snow said MTC figures indicate that since the program went into effect there has been:

- a 12 per cent reduction in lighting system defects;
- a 10 per cent reduction in steering system defects;
- a seven per cent reduction in suspension and chassis defects;
- a nine per cent reduction in hydraulic braking system defects;
- a 28 per cent reduction in wheel and rim defects;
- and a seven per cent reduction in exhaust system defects.

Under MTC's dump vehicle inspection program, all commercial motor vehicles used for the transportation and dumping or spreading of sand, gravel, earth, crushed or uncut rock, slag, rubble, salt, calcium



Honourable James Snow, Minister of Transportation and Communications

chloride, snow, ice or any mixture thereof, asphalt mixes or scrap metal, are required to undergo twice annual inspections.

Dump trucks, including highway sanders and tractors hauling dump trailers, carrying any of these commodities must display — on the top centre of the windshield — a sticker as evidence of compliance. Failure to do so may result in a fine and the removal of the vehicle from the highway.

Inspection of dump vehicles is carried out by the more than 4,000 Motor Vehicle Inspection Stations licensed to inspect heavy vehicles in Ontario.

Motorists over 80 *(continued from page 1)*

driving problems among 80-year-olds who face re-testing.

Common Problems

Many of them can't keep quiet when they're driving; others have developed bad driving habits over the years — such as keeping their left foot on the brake when they drive because they're used to standard cars. Others have problems with lane changes and blind spots. Many drive continuously in the passing lane.

And then there are those who are incapable of driving safely because of physical problems.

They may have poor eyesight or bad nerves and can't cope in difficult traffic situations.

But, Killian admits, "Most individuals realize on their own they have an eye or health problem and simply do not apply for continuance of their licence."

However, if they do, they are warned they could lose their licence for bad driving habits.

Gardiner says of her second exam, "This time I got by ... although the examiner warned me about blind spots. I didn't do too badly. I was nervous this

time. I received some bad news this morning which unnerved me, but I'm set for another year. I won't think about next year."

Many oldtimers need to use their car. Gardiner said, "I depend on my car to take my sick husband to the hospital and the doctor's office. I can't always impose on my daughter."

Never had a test

Killian believes some of the old drivers never actually had a driver's examination in their entire lives because in the early days licences were bought over the counter at a general store.

Some counter clerks took them around the corner for a spin, took their money, then gave them a licence — that was it.

Gardiner got her driver's licence in 1929. There weren't many cars around then. Nevertheless, she continued to drive alongside the ever-increasing number of cars and more difficult traffic situations.

Despite the change, Gardiner said she has never had an accident or claim. Still she keeps her fingers crossed.

Gardiner plays it safe. She says she

doesn't drive during rush hour or on the highway — only city driving.

Many old-timers drive

In Ontario, over 300,000 licenced drivers are over 65. That's seven percent of Ontario's driving population. The same age group was involved in 4.5 per cent of all accidents.

A recent amendment requests that anyone over 70 with a medical problem or who has been involved in a collision have an annual driver examination.

A note and application form is mailed to every driver a few months before their 80th birthday, and subsequent birthdays.

If they want to renew their licence they mail back the application form.

Killian said the examination includes an eye-test and written test about rules of the road. However, they are not asked to parallel park or complete a three-point turn because the annual check-ups are to test the oldtimers' ability in traffic, not their driving skills.

So, you see, that story about the nimble 85-year-old granny could be true. If she's been passing her tests with flying colours.

Sam the S

Preview of Film

A preview of MTC's latest film "Sam, on Winter Safety" was recently shown to the children and staff of Forest Hill Public School in Midhurst, Ontario.

On hand for the presentation were senior members of MTC, the Ontario Provincial Police, representatives of the local Board of Education and the Barrie Police.

R. H. Humphries, assistant deputy

minister of the Ministry and the new Co-ordinator of Road Safety Activities in Ontario said, "It's an entertaining film and carries a strong message. We especially want to thank the OPP for their co-operation and assistance."

A large framed colour photograph of the helicopter used in the film, surrounded by school children was presented to Principal George Cooper along with a copy of the film, by Commissioner Harold Graham of the OPP.

Did the Kids Like It?

After the showing, the kids voiced their approval in that typical kid way. They whistled and shouted "swell," "neat" and even "super". Director Geoff Frazee said, "I'm pleased with the response but more important, I hope they've learned something about safety."

What's It About?

The film spots potential winter danger scenes and Sam the Safety Duck and



George Cooper, Principal of Forest Hill School, Midhurst, at preview of film.



A daring rescue from icy waters is carried out in front of the camera.



Sliding down front lawn slopes

fety Duck

Sergeant Bob Abra of the OPP talk about the right and wrong ways to enjoy wintertime fun, while flying over the countryside in an OPP helicopter.

Who Made It?

The Sam films have all been written, produced and directed by the staff of the Public and Safety Information Branch of ITC. Scripts were written by Ramona Pyragius; sound by Jack Dyer; stills by Andy Christopher; photography by

George Cooke and John Anderson; and produced and directed by Geoff Frazer.

Harry Burke of the Art Section created the original animated character.

How to Order It

To purchase a print, contact Northern Motion Picture Laboratories, 65 Granby Street, Toronto, Ontario M5B 1H8 — phone (416) 362-7631. Cost is \$56.75 per print plus Federal and Ontario sales taxes where applicable, and shipping charges.

To borrow a print, contact the A/V Section, Public and Safety Information Branch, Ministry of Transportation and Communications, 1201 Wilson Avenue, Downsview, Ontario M3M 1J8.

Who Can Order It?

It's available to police forces, television stations, safety organizations, schools, parents and teachers associations, and libraries on a loan basis from the Ministry.



"Don't touch that fallen wire!" is one of the winter safety messages portrayed in the film



may be fun but it could be fatal.

Building snowforts is hazardous... there's always the chance of a cave-in.



Legislation establishing a maximum speed limit of 15 m.p.h. was passed in Ontario in 1903.

After all, something had to be done.

There were actually some motorists who were travelling at a speed of 20 miles per hour. Imagine!

How could a poor town constable, resembling something out of a Mack Sennett two-reeler, huffing and gasping for air, pedalling furiously on his bicycle, ever hope to catch those demons of the road?



So fighting fire with fire, the various municipalities devised some unique measures to equalize the situation.

For instance, the stop-watch method. One tenth of a mile was marked off at each end along the side of a highway using little mounds of sod, and constables placed themselves at either end clocking each car coming through. The officers maintained contact by a field telephone line.

This substantiated that a motorist was speeding. But stopping him was something else.

One sure-proof method guaranteed to stop almost anything in its tracks (short of a tank which hadn't been invented then) was a chain strung across the highway and sturdily attached to trees on either side.

Crude but effective.

Then there was the tire-makers' delight. A spiked plank was thrown in front of the oncoming vehicle. If the car came to a halt before reaching the spikes, the motorist was obviously not speeding. If not, his tires were deflated.



These methods certainly couldn't endear the constables to the motoring public but their job was to enforce the law.

And enforcing the law created jurisdictional problems because each county and municipality appointed its own constables.

However, they all shared one common goal, to apprehend the speeder who was breaking the law.

But it was not until 1907 that the province actually did something about these "speed demons."

At that time Special Constable J. Stanley was appointed to head a Traffic Patrol for the Highways Branch of the Department of Public Works. And four more officers were added the following year, forming what was to become one of the largest police forces in the country — the Ontario Provincial Police.



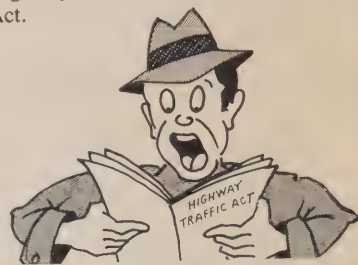
For years motorists had complained loud and long that they were the victims of overzealous constables. And for a good reason. With the exception of officers employed by the Toronto Hamilton Highway Commission and the provincial constables of the Traffic Patrol, many of them were "working on commission." Their salary depended on how many arrests they made and the number of fines collected.

And in an era when most municipalities had their own local speed limits (which had nothing to do with the next municipality or county) the motorist was fair game.

Some municipalities guaranteed a lucrative profit for the town coffers by neglecting to post any speed signs. Thus motorists had no way of knowing the speed limit until pulled over by the local constable.

With the growing popularity of the automobile, the accident rate began to climb. Traffic law enforcement became

more complicated, and the provincial traffic patrol constables had to be well versed in the Motor Vehicle Act, the Highway Traffic Act and the Load Vehicle Act.



As the traffic demands increased, so did the strength of the force. By 1916, the Traffic Patrol consisted of eight full-time officers. Twelve were engaged part time by 1919. And that was the year when J. Grant had the distinction of being Ontario's first motorcycle officer.

The appearance of motorcycle patrol officers heralded a new era in Ontario. Their main functions were to guarantee that our roads would be as safe as possible; apprehend those who had little or no regard for their fellow travellers; and give assistance and direction to those in need.

The work and efforts put forth by these men did much to make highway travelling popular in Ontario at a time when the often crude and sometime dubious methods used by local constables of various municipalities were creating a feeling of frustration among motorists.

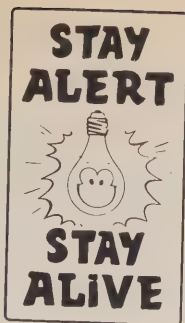
The friendly and courteous manner of this new breed of traffic patrolman was a pleasant change.

By 1926 there were fewer motor accidents on Ontario roads in proportion to their use, than on any state or provincial roads on the continent.

Despite the importance of their job, the motorcycle officers of the Traffic Patrol were without an official uniform until 1930 when the Traffic Patrol was transferred from the Department of Public Highways to the Department of the Attorney General and placed under the jurisdiction of the Commissioner of the Provincial Police.

At last, they were issued with khaki uniforms — but — they had to buy their own motorcycles.

(First of two part



The OTA safety decals are made of durable vinyl to help retain their original appearance and won't curl or chip at the edges regardless of weather, washings or type of surface.

Major safety campaign uses signs on wheels in Ontario

Hundreds of trucks in Ontario will soon become "mobile billboards" promoting highway safety.

The Ontario Trucking Association (OTA) is the driving force behind a major safety campaign which involves the display of four different 24" x 14" safety decals affixed to the rear of trucks and trailers engaged primarily in intercity transport.

The "travelling signs" cover various facets of highway safety.

One promotes the wearing of seat belts, a second warns against drinking and driving, while two focus on driver failure to stay alert.

George M. Hendrie, president of OTA says, "As major users of Ontario's highways, we are concerned by the frequency of accidents, particularly the alarming fact that eight out of 10 occur in broad daylight under normal driving conditions while drivers are sober."

The OTA hopes an estimated 373,000 people will view each sign over a period of 12 months. And if 37,000 member trucks

display them, it means there should be 21.7 billion sightings during the first year.

Hendrie said, "No organization has been able to mount a campaign with such visibility and potential positive impact on the public mind."

Operators of large fleets such as private carriers who do not belong to the association are also being given the opportunity to participate.

Thirty-three thousand English and 4,000 French decals are being distributed to trucking companies during the initial stage of the campaign.

Each year the carriers can replace these safety messages with new ones which the OTA will develop.

Second phase was launched Dec. 10. It involves a two-month display of 10-foot by 20-foot safety billboards in prominent locations in 11 urban communities throughout Ontario.

The OTA feel their members have a special responsibility to not only further improve their driving behaviour but that of the motoring public in general.

Highways will soon display advance resort signs

You'll soon be wheelin' down an Ontario highway and come face to face with new roadside signs.

If you're a skier you'll be happy to note new resort signs which use universal symbols to distinguish alpine skiing from cross-country skiing.

Or if you're a sportsman, new symbols for tourist outfitter resorts will be at your service.

But, the best news is a new concept in advance resort signs. They will display the names of resorts, indicate distances to the

exit and show through universal symbols the facilities available at specific resorts.

Minister of Transportation and Communications James Snow said, "Advance resort signs were introduced to give campers and tourists, information about the resort ahead and prepare them to exit safely."

Also, if you do some travelling north of the Sudbury/North Bay area new signs for radio stations providing road and weather reports will be identified.

The CBC and Association of Canadian

Broadcasters prompted the policy change.

Each sign will list a maximum of three station numbers and their frequencies. French stations will be identified by a small 'Fr' beside the station number.

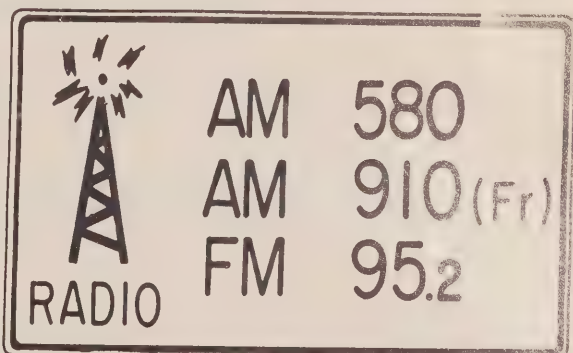
"Local radio stations will pay a portion of the cost for the erection of signs and an annual maintenance fee," said Snow.

He added, "If the new radio signs are successful in Northern Ontario, we will consider expanding the service to other parts of the province."

Safe and happy travelling.



New advance resort signs use universal symbols to indicate facilities available. The name of the resort and exiting distance are listed.



New roadside radio signs in northern Ontario list no more than three am and/or fm radio frequencies that report road conditions regularly.

"Even around the block..." SEAT BELTS SAVE LIVES



A new pamphlet entitled "Even around the block Seat Belts Save Lives" is now available in selected supermarkets in southern Ontario. This six-panel folder describes the many benefits of seat belts, such as the reduction in health care costs since the seat belt legislation came into effect on January 1, 1976, as well as the approved child restraints available to the general public. Designed with the woman shopper in mind, it will also be of particular interest to mothers of young children.

ontario traffic safety

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Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.

NEWS BRIEFS

U.S.A.: The U.S. Department of Transportation reaffirmed its decision to require automatic occupant crash protection, such as air bags or passive safety belts for passenger cars starting with the 1982 models. The requirements will be extended to intermediate and compact cars beginning in model year 1983 and to subcompact and mini-compact cars in model year 1984. Automatic crash protection systems require no action by the driver or passengers, such as buckling a safety belt.

* * *

U.S.A.: A new survey conducted for the U.S. Department of Transportation shows that only 18.5 per cent of the nation's drivers are using their safety belts. The survey, conducted from Aug. 1976 to March 1977 showed that for vehicles equipped with lap/shoulder combination systems, the belts were used by 22 per cent of the drivers observed. In vehicles, equipped with separate lap and shoulder belts, the belts were used by 15.7 per cent. In those vehicles equipped with lap belts only, the belts were worn by 10.4 per cent.

* * *

QUEBEC: Under the Quebec Highway Code, drivers will soon be allowed to make right-hand turns on a red light. The proposed change will allow motorists in the province to turn right after making a full stop to ensure there are no pedestrians crossing or vehicles coming. Allowing motorists to turn right on red lights will speed up traffic and indirectly save energy, said G. Laflamme of the Quebec Department of Transport.

We Get Letters

Editor:

My letter is not to praise "seat belts" but show another side to them. I was in a car accident a few weeks ago. My car was a write-off but I only sustained cuts and bruises to my feet when I was hit broadside on the driver's side while making a left turn. The door was smashed in.

Since I was not wearing my seat belt I was pushed to the side and only received "bruises" to my side.

If I had had my seat belt on, my left side would have had many cuts and gashes! I was told I was lucky to be alive! I am not saying seat belts are always bad, but sometimes they are the cause of more injuries.

Josephine White
Toronto, Ontario

We know someone who had a similar accident and he is just as sure he would not have survived without a seat belt. You are very lucky to be alive, Josephine, but if you talk to any of the police involved in traffic accidents or read the accident facts, you'll find that wearing seat belts saves lives and reduces injuries.

Coming Events

Feb. 27 - Safe Driver Award Banquet, Royal York Hotel, 7:00 p.m.

Mar. 20-22 and Mar. 27-29, Human Relations Course for Supervisors, Ontario Safety League, evenings 7-9:30 p.m.

Mar. 30 - Transportation Safety Association Annual Meeting, Royal York Hotel.

April 3, 4 and 5 - Fleet Maintenance Courses, Ontario Safety League.

April 24-28 - Driver Training Courses, Ontario Safety League.

Editor: Sharon Bagnato

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Transportation and
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380 accident-free drivers honored

The Canadiana Room at the Royal York Hotel was the scene of the Ontario Safety League Awards Dinner.

The guest of honor was Harold F. Gilbert, Deputy Minister, Ministry of Transportation and Communications who delivered a strong and effective speech to a crowd of more than 800.

Gilbert, there on behalf of MTC Minister James Snow, said he was pleased to honor the recipients of the safe driving awards.

But he added, "All discourteous drivers don't drive passenger cars, there are proportionately as many truckers who rate as discourteous.

"Remind your fellow truckers that courtesy can pay off; that the thoughtful

* See Class A Licences *
* Pages 4 and 5 *

handling of their rigs can restore the general motoring public's confidence in their professionalism."

Described as "blunt, but a fair appreciation," Gilbert's speech was well received.

OSL certificates were presented to the two 35-year winners, N. Davitsky, Kapuskasing and R. W. Meville, St. George. Both men work for Imperial Oil.

A total of 380 drivers were presented with certificates for accident-free driving. There were 19 recipients in the 10-year category; 90 in the 25-year category; plus 269 drivers in the 20-year class.

Following the presentation of the 0-year-and-up awards, the winning drivers joined some 400 other professional drivers — who had completed one or more years without a reventable accident — in the banquet room for dinner and entertainment.

During the evening, Gilbert paid tribute to Joe Goodman, executive vice-president of the Ontario Trucking Association for "the many years and long hours he has contributed in promoting trucking in this province."



Harold Gilbert, Deputy Minister, MTC spoke to a crowd of more than 800 at the recent Ontario Safety League Awards Dinner in Toronto.

Fitch barriers make an impact

Fitch barriers have been used in North America for about 10 years, and are designed as anti-crash barriers where traffic moves at 100 km/h.

The barriers are actually sand-filled barrels and when hit by a car, the sand is displaced in each barrel and the car gradually slows down. This reduces the impact on the people inside the car.

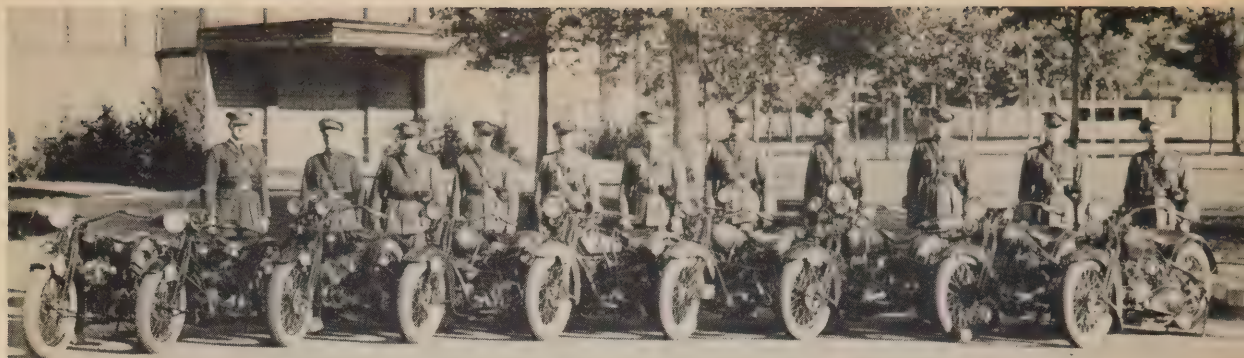
Recently the Fitch barriers were credited with saving the life of Walter Jackson, 28 of Milton.

Jackson was travelling eastbound on Highway 401 near Milton CNR

railway underpass when he lost control of his car on a patch of ice and skidded into the median, smashing three barrels serving as traffic barriers.

The barrels, valued at \$400 each were completely destroyed but the OPP credit the barrels with preventing serious injuries to Jackson.

Joe Gleason, MTC's Manager of Traffic Engineering agrees that Fitch barriers do save lives. "A substantial number of people who have piled their cars into the barriers would have been killed otherwise."



All spit and polish — ready for action — the new OPP Motorcycle Patrol, 1930 stands at attention waiting inspection.

In our last issue we described Ontario's first Traffic Patrol — from its beginnings in 1907 under the jurisdiction of the Highways Branch, Department of Public Works — until it was incorporated into the Ontario Provincial Police as the Motorcycle Patrol in 1930.

Witnessing these changes was J. C. Stanley, the first traffic patrol officer in the province who rose in the ranks to full inspector, before retiring in 1931. This was just a year after the old Traffic Patrol officially ceased to exist.

Not only did the patrol get a new name — at last — the members got new uniforms.

While the rest of the force wore a high-collared, navy-blue uniform, motorcycle officers were distinguished by their khaki-coloured attire complete with breeches and high boots.

But, even with a new name and new uniforms the patrol's future was still in doubt.

A short 10 years later, following an extensive study, a decision was made to gradually eliminate the use of the motorcycle.

By 1944, motorcycles had been phased out, and the personnel given new assignments.

Ontario's first Traffic Patrol (Part II)

But two years later, the importance of the motorcycle was again realized.

Its manoeuvrability under adverse traffic conditions had proven invaluable. So in 1946, the force purchased its first bike and the motorcycle patrol was once again active.

The number of bikes increased yearly 'til the middle 60's because of the Department of Highways expanded highway building program.

Expressways were under construction and the motorcycle proved its worth time and time again.

Today, there are 96 OPP motorcycle officers — highly trained, skilled and safety motivated.

How does one become a member of the patrol?

According to corporal Al Smouter, ridermaster for the OPP Golden Helmets Motorcycle Precision Team: "A constable after a year's probation can request motorcycle duty and, after

the request is approved by the detachment commander and district superintendent, he is enrolled in a training course at the OPP College in Aylmer."

After intensive and detailed training, the trainee becomes a member of the motorcycle patrol — which entitles him to an extra dollar a day, providing he rides. Of course, this extra stipend isn't spent frivolously — it goes toward the upkeep of their riding equipment.

"There's a lot of boot polishing involved, and extra uniform cleaning, especially in the summer with the dust and the dirt," said Smouter.

The motorcycle officer is a select individual, an expert in his chosen field. And his motorcycle is a distinct and select machine. It is the work horse of the force, designed especially for police forces all over the province.

Ed Makarow, administrative assistant, transport branch, OPP, says, "It's a heavy-duty machine, designed to withstand the rigorous demands made on it eight hours a day."

From a humble beginning, the motorcycle patrol has proven itself to be a vital and important part of the OPP.

The motorcyclists' versatility and flexibility is still the key in meeting ever-increasing traffic demands.



The Golden Helmets Precision Motorcycle Team which performs at various Fall Fairs throughout the province.

P.C. Peraziana: Profile of a safety officer

by Lucy LaGrassa

Who runs around in a blue uniform taking young children under his wing, teaching them traffic safety and warning them of dangers?

No — it's not Batman's cousin!

It's Ron Peraziana, a safety officer for the Hamilton-Wentworth Regional Police Force.

A seemingly shy man, he easily explodes into excited chatter about safety and children. He's concerned.

For Peraziana, being a safety officer is one of the most important aspects of police work.

As a safety officer he said: "I want to protect children and prevent them from harming themselves or anyone else by making them aware of certain dangers.

"A lot of the time I feel like no-one else is going to look after them unless safety officers do," he added.

At 33, Peraziana is a diligent worker who willingly admits he enjoys every minute of his police duties as a safety officer. And his obvious devotion to helping people through his career makes him easy to talk to.

Using prudence and understanding for his craft, it's little wonder Peraziana is a success. And he knows that as a safety officer he must be able to sell himself to sell his product.

"I have to deal with the principal, staff and children. I've got to sell myself to them and if I can do that — I can sell safety," he said.

And he's sold safety so well he has an open door in every school he's worked. Principals and staff readily get involved.

Peraziana's innate ability to meet young children in the classroom; watch them play their games; and eagerly take part; encourages them to be at ease with the man in blue.

With the older children, Peraziana talks on a one-to-one basis after his presentations. He emphasizes that it is most important to develop this personal relationship with students.

"I use 'Officer Ron' in the classroom because we always call our friends by their first name. Each individual child feels a personal relationship with me," he said.

He knows that having a good rapport with children invites them to speak freely. "I encourage them to come to me when they see something happening they disagree with. I tell them other people shouldn't be offended.

"The main thing is to get them to realize that what they consider being a

fink or squealer isn't really the case — it's being a concerned person and taking an interest that counts."

Not only is he successful on a personal basis with children, parents are satisfied their children are being taught safety in school. If they have an opportunity to meet Peraziana, they don't hesitate to approach him.

"The other day when I was in a store in Hamilton, a parent who was working there came to me and asked if I was Officer Ron.

"He told me about his son who goes to one of the schools where I teach safety. He said, anytime I'm in the school his son always comes home and

because I'm getting older."

Peraziana works closely with the Ministry of Transportation and Communications' Public and Safety Information Branch in Downsview, where he obtains safety material for his presentations. He has access to Ministry films like 'The Human Collision' and 'Sam on the Buses' which he believes are beneficial to the students who give them rave reviews.

As a conscientious worker, Peraziana proved his talent in two safety presentations he initiated and developed since he became a safety officer in 1971.

He has done one on hitchhiking for grades seven and eight. He warns them



Here in the Hamilton-Wentworth Regional Police Force parking lot, Constable Ron Peraziana begins another day in the life of a safety officer.

tells him about it."

Peraziana does safety presentations for children from nursery school to grade eight. He also works closely with safety patrollers who help children cross streets and get on school buses.

He said when he's teaching safety to the various grades, he must have presentations that are at the children's age level or a little above to keep their interest and respect.

He explains: "All of a sudden they're in grade seven and they feel older so when they see me they say, 'Oh here's Officer Ron, I wonder what kiddie program he has today?'"

"Then you hit them with films like 'The Human Collision' on seat belts or 'Death Zones' on school bus safety. The kids then realize all the kiddies' stuff is over and Officer Ron is getting serious

of dangers inherent in hitchhiking. I'm counting true stories and statistics, showing a slide presentation and asking probing questions. His motive — get them thinking and hopefully discourage sticking their thumbs out when they want a ride.

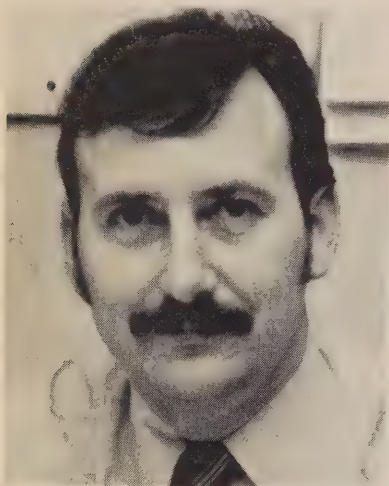
His latest accomplishment is the 'Stranger' presentation aimed at grades three to six. Peraziana provides coloring books for the children and a poster for the classroom. The students and teachers' reaction prove his approach is successful.

So much so, it won him the Judge T.L. McCombs Award for his outstanding achievements and contributions to safety given by the Hamilton Automobile Club.

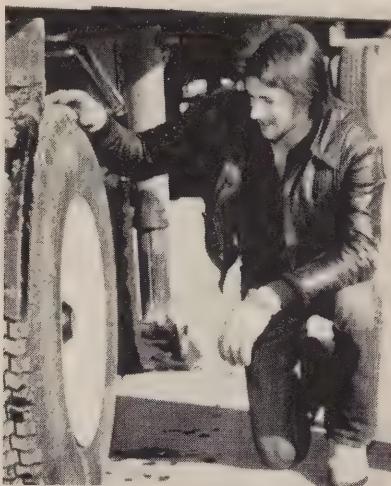
(Continued on page 7)



Entrance to Scarborough Driver Examination Centre on Warden Avenue.



Centre Supervisor, Ralph Maillett.



Shawn Dickie inspects tires.



Shawn lowers trailer under watchful eye of Driver Examiner, Maureen Ryan.

Class A Licen

In a class b

by S

How many times have you seen a tractor-trailer making its way through a labyrinth of traffic or along a busy thoroughfare and wondered at the obvious skill of its driver?

Well it does take skill.

New Licensing System

And with this in mind, the Ministry of Transportation and Communications inaugurated the Classified Drivers Licensing system — a program guaranteeing that drivers skills and responsibilities are suited to the kind of vehicle being driven.

This was a complete change from the old system where the kind of licence you held depended on whether or not you were paid to drive.

Conversion Period

Anyone driving tractor trailers or truck-trailers were given till Jan. 31, 1978 to convert their licence to a Class A under MTC's new program.

However, according to Ralph Maillett, supervisor of the Scarborough Driver Examination Centre, not everyone took advantage of this conversion period.

"Since Jan. 31", said Maillett, "we've had about two Class A tests a day at this centre. Most of them are not new drivers taking the test for the very first time, they're drivers who just didn't get around to converting their licence."

He added: "A driver applying for a Class A licence must first have a valid driver's licence."

The driver must also undergo a medical examination, then written and vision tests, followed by a test to determine knowledge of the vehicle and driving ability.

Driver takes test

The day I was at the Scarborough Driver Examination Centre, I watched first hand as Shawn Dickie, a 21-year old driver underwent a road test.

Shawn told me he had driven these big rigs many times and felt very confident he would pass.

themselves

gnato

He was one of the many drivers who didn't take advantage of the conversion period.

"I wasn't sure I wanted to drive a rig any more. My girl didn't like it. Then I figured I can always use the licence if I do take a driving job," said Shawn.

Maureen Ryan, one of the 14 driver examiners at the centre, put Shawn through the pre-inspection as well as the actual on-the-road examination.

She made sure Shawn met all the requirements set out in her checklist before he even got behind the wheel of the truck.

The pre-inspection as well as uncoupling and coupling of the tractor-trailer took about half an hour. When completed, they took to the road.

At this point Maureen still had 36 more manoeuvres on her checklist which Shawn had to complete before he found out whether or not he qualified for the licence.

Certification Program

Maillett told me a driver can also be certified for the road test by passing one of the detailed courses held at several Community Colleges. Such training includes both classroom and on-the-road instruction.

"Also under this certification program," he said "companies and industries can train and certify their own drivers after meeting Ministry requirements. However, they're also required to have a safety program within the company as well as keeping extensive records."

Only those Qualified

Obviously, drivers of large trucks, buses and ambulances must endure a greater physical, mental and emotional strain, than those who operate cars.

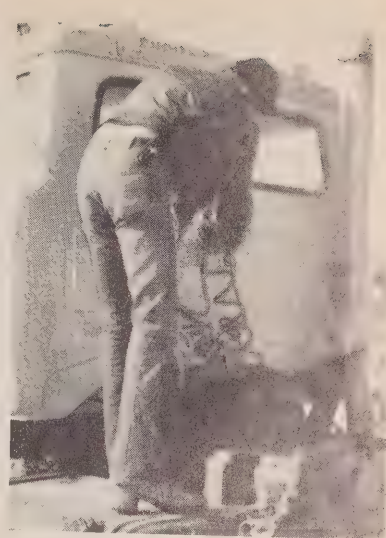
Under this program, only those who are fully qualified will be behind the wheel, assuring safer highways and less accidents day in and day out across the province.

Oh, by the way, Shawn has his new class A licence.

He passed!



Checking under the hood.



Uncoupling the lines on the rig.



Maureen watches as Shawn carefully prepares to connect the truck and trailer.



Now comes the final stage — Shawn, with Maureen at his side, takes to the road.

TIPS TO HELP THE NOVICE DRIVER SHARPEN DRIVING SKILLS

The following chart lists seven common traffic situations that most new drivers find hard to handle.

If the new driver

1. Weaves in a lane

The new driver probably is

- a. Looking at objects too intently and too long or excluding other visual stimuli
- b. Turning steering wheel too much to the left and right to keep car on path.

Tell the new driver to

- a. Look well ahead of car's path.
- b. Keep eyes moving and relate objects at the side of the road to the middle of the car's path.
- c. Use slight steering movement. The higher the speed, the smaller the amount of steering.

2. Cuts in too close in front of another vehicle when changing lanes

- a. Moving into lane without checking mirrors and blind spots.
- b. Failing to recognize that following vehicles may be making the same move, or that vehicles in the new lane may be approaching fast from behind.

- a. Check inside and outside rear-view mirror for traffic before moving.

- b. Glance over shoulder to check for vehicles in the blind spot before changing lanes.

- c. Signal for a lane change early so others won't pull out at the same time.

3. Follows another vehicle too closely

- a. Unaware of adequate distance between vehicles.
- b. Unaware of changes in speed of vehicle ahead.
- c. Accelerating too rapidly.

- a. Keep a two-second interval from the vehicle ahead.

- b. Look for brake lights flashing and change in speed of vehicle ahead in relation to roadside objects.

- c. Constantly check rate of closure between his car and the one ahead. Glance at speedometer to see if speed limit is being exceeded.

4. Scrapes tires when steering to the curb

- a. Looking at the curb directly in front of the car.
- b. Steering too quickly toward the curb.

- a. Look ahead and imagine the center of the parking lane the car will occupy.

- b. Begin to slow down.

- c. Turn steering wheel easily toward curb, as when changing lanes in traffic.

5. Slows down or stops in the acceleration lane when entering an expressway

- a. Failing to check properly for a gap in traffic flow.
- b. Following vehicle ahead too closely

- a. Check to the left and over the left shoulder while in acceleration lane.

- b. Give vehicle ahead more than just a two-second interval in acceleration lane.

- c. Adjust speed to fit into traffic gap.

6. Backs unsuccessfully into a parallel parking space where the right rear wheel strikes the curb or the right front fender almost collides with car ahead

- a. Turning the steering wheel too far to the right and not bringing the front wheels back to a straight position at the proper time.
- b. Turning the steering wheel too soon to the left.

- a. Turn the steering wheel to the left so that the car's wheels are straight when the front seat is in line with the rear bumper of the car at the side.

- b. Turn the wheel all the way to the left when the right front fender of the car being parked just clears the left front fender of the car ahead.

7. Moves slightly to the left before making a right turn

- a. Afraid of hitting curb.
- b. Going too fast to make the turn.
- c. Unsure of width and length of vehicle.

- a. Stay four to five feet from the edge of the road and begin turn when the bumper of the car is in line with edge of the street being turned onto.

- b. Keep speed low and look through the turn to where the car will be going. Half way through the turn, commence to turn the wheel to the left and continue to turn the wheel until the car straightens out.

P. C. Ron Peraziana

(Continued from page 3)

And though Peraziana is enthusiastic about being a safety officer, he is still a policeman. If he sees the law being violated while on or off duty, or if he can save someone's life, he'll act.

Like the time someone approached him and said a man was drowning in a nearby white-water creek.

"With some assistance from local citizens I was lowered over an embankment into the water.

"Two other police officers came into the water with me. We got him out with a rope. He recovered."

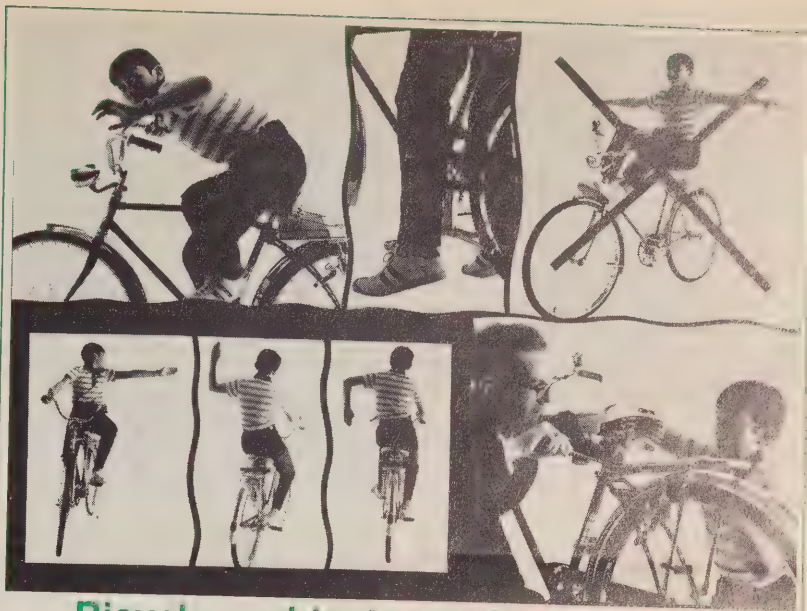
Off duty, Peraziana fills his time with games of strategy. He's a war gamer and loves it.

What's a war gamer? Well Peraziana collects little metal soldiers and paints them. "I have a 25-mm Roman Legion I'm working on at the moment and I also have an American Civil War division."

He finds it fascinating. And it's obvious he puts as much energy into his hobby as he does his work. He plays at war game conventions in the United States, and has gone to Lake Geneva, Wisconsin and Detroit for conventions.

His opinion: "It's a game of strategy and tactics — and better than chess or any other board game."

If he plays his war games as well as he works as a safety officer, Peraziana's bound to be a winner.



Bicycle accidents can be prevented

Make Sure the Bike Fits the Child.

A youngster on a bike too big for him is five times as likely to be involved in a collision as one on a bike of the proper size. The ball of his foot should reach the ground comfortably from a seated position.

Make Sure Your Child Knows and Obeys the Rules of the Road.

Cyclists must obey traffic signs and must signal their turns, stops and lane changes. . . and NO STUNTING OR SHOWING OFF in traffic

Make Sure Your Child's Bike is in Safe Mechanical Condition.

Nuts should be tightened, moving parts lubricated. For after-dark riding the bike must have a front light and a red reflector or light on the rear. . . red on the rear fender, white on the front fender.

On April 1st Ontario introduces two new symbolized traffic signs

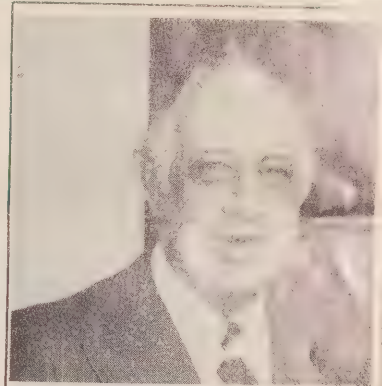
New symbolized "NO LEFT TURN" and "NO RIGHT TURN" traffic signs will be in use in Ontario beginning April 1, 1978.

The new signs, approved as Canadian Standards by the Council of Uniform Traffic Control Devices for Canada, will depict a red circle with a diagonal bar on a white background, indicating a turn in the direction of the

black arrow is prohibited.

Field tests carried out on behalf of the council revealed many drivers experienced difficulties with the double message signs (two arrow symbols) currently in use.

Replacement of the old symbol signs will be made on a maintenance basis with full replacement completed by March 31, 1980.



Tom Mahony

Former Administrator of Transportation Safety, Tom Mahony, recently received the Queen's Jubilee Medal.

Tom, who retired last year after 35 years' service with the Ministry, has been working with senior citizen groups and the Metro Safety Council since he retired.

Congratulations Tom, you deserve it!

NEWS BRIEFS

ONTARIO: The amount of property damage in a reportable motor vehicle accident has been raised from \$200 to \$400 effective Jan. 1, 1978. Motorists are further reminded that if they are driving a motor vehicle or moped and involved in an accident which results in personal injury or damage to property apparently exceeding \$400, they must report the accident to the police.

* * *

A new regulation limiting the size of side mirrors on motor vehicles, other than commercial vehicles, came into effect Jan. 1, 1978. No driver may operate a motor vehicle on the highway with outside mirrors extending more than twelve inches from the widest part of the vehicle, except when towing another vehicle or trailer. This regulation is aimed at preventing needless accidents caused by motorists leaving extended mirrors on their vehicle when not towing a wide trailer.

* * *

ALBERTA: Replicas of stop signs are being made available to the public free of charge as part of a campaign to curb sign vandalism. The Alberta government hopes to persuade would-be-thieves to hang the bright red posters, rather than the real things, on their recreation walls. Because sign vandalism has become such a problem throughout the province, registered serial numbers and warnings to vandals are being imprinted on the backs of road signs. The penalty for stealing or defacing a road sign is a fine of up to \$1,000.

* * *

ontario traffic safety

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SAFETY

The Driver's Handbook

Traffic laws and good driving practices for drivers in Ontario



The new 1978 Driver's Handbook will be distributed shortly from all MTC Driver Examination Centres. Measurements and speeds in the handbook have been converted to metric with the imperial units shown afterwards. New symbol signs have also been included as well as a new section explaining what to do if your car becomes stuck or stalled in a snowstorm or stranded on a multi-lane highway.

Motor vehicle accidents in Alberta accounted for 602 deaths during 1977, a total far surpassing all previous yearly figures, reports the Alberta Safety Council.

The 1977 death record marks a 13.7 per cent jump over the 1976 total of 529 deaths, and an eight per cent increase from the previous all time high of 557 deaths occurring in 1974.

* * *

PRETORIA, SOUTH AFRICA: According to the National Road Safety Council, 8,310 South Africans were killed in 272,598 road traffic accidents in the year ending October, 1976, one of the highest totals in the developed world. The government is currently

thinking about mandatory seat belt legislation.

* * *

U.S.A.: An estimated 46,876 people died in traffic accidents last year, an increase of three per cent over the 1976 toll of 45,509, the U.S. Department of Transportation recently announced.

Coming Events

April 24-28 — Driver Trainer Course, Ontario Safety League.
May 1-7 — Child Safety Week.
May 28-31 — Ontario Traffic Conference, Holiday Inn, Scarborough.



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SAFETY

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Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

MAY/JUNE 1978

Traffic deaths drop in 1977

Traffic-related deaths on Ontario's roads dropped to the lowest level since 1962.

A total of 1,418 persons, including 251 pedestrians, died in motor vehicle-related accidents in 1977 — a reduction of 6.2 per cent over the 1976 total of 1,511.

In the two-year period since the introduction of the seat belt legislation in January 1976, there have been 313 fewer driver and passenger deaths. In 1975, 1,314 drivers and passengers were killed. In 1976, 1,109 — or 205 fewer. In 1977, 1,001 drivers and passengers were killed — a further reduction of 108.

Where seat-belt use and non seat-belt use statistics were available, indications were that in an accident the belt wearer's survival chances were 16 times higher.

Where drivers were not wearing seat belts, 377 were killed, 11,090 injured and 46,243 escaped injury.

In comparison, in accidents where the seat belts were installed and in use, 114 drivers were killed, 32,683 injured and 254,499 escaped injury.

In the case of passengers, 264 were killed in cars where seat belts were not in use; 57 were killed while wearing seat belts.

Car graveyard shows proof of seat belt effectiveness

by Robin Burgess

Every crumpled hulk of metal at Dominion Auto Wreckers on Fruitland Road has a story behind it.

Some are more dramatic than others.

But no story pleases owner Cuppy Katz more than the one behind a crushed green '75 Volkswagen Rabbit currently occupying space in his yard.

The car was once worth \$3,000 according to Cuppy. He bought it for \$25 and feels he probably paid too much for it.

And it doesn't take an expert to see why. The car, rammed front and rear, has been twisted beyond recognition.

But to Cuppy, this particular car proves an important point — a point he's come to feel very strongly about.

It proves that seat belts *can* make a life or death difference in a car accident.

By the time he reached the Kitchener interchange, snow had begun to fall and at times visibility had dropped to zero.

"It was just like going into a fog," Schoettler recalls. "Traffic was pretty heavy."

One mile east of Highway 2, with traffic crawling along at 15 to 25 miles per hour, (14 to 40 km/h) the accident occurred. Schoettler's small Volkswagen was struck from behind by a transport truck and pushed into the vehicle ahead — a van. The ensuing pile-up involved 30 vehicles. Schoettler emerged from the wreckage with a bloody nose.

Without his seat belt on, insists Schoettler, he would undoubtedly have hit the windshield or been flung from the car.



The driver of this car walked away uninjured — he was wearing his seat belt.

Unbelievable as it seems, the owner of the green Volkswagen, Herman Schoettler of Mississauga, walked away uninjured from the crash that demolished his car.

And as far as Schoettler ... and Cuppy Katz ... are concerned, Schoettler's seat belt was an important factor in his escape.

For Herman Schoettler the drama began on the morning of Jan. 26, 1978. As he left his Mississauga home on route to London via Highway 401, the weather was clear although the weatherman was predicting blowing winds later in the day.

"It definitely saved me from very serious injuries."

But graphic as it is as an example, Schoettler's crumpled Volkswagen is only one of the many broken-car bodies in Cuppy Katz's wrecking yard to demonstrate — often with gut-clutching force — just what wearing ... or not wearing ... a seat belt can mean in a collision.

Walking along the orderly rows of tangled auto bodies, Cuppy points out other examples: a '73 Stingray with, in his words, "at least \$6,000 damage to the front end and not 5¢ damage inside,"

(Continued on page 7)

For Chauffeurs Only . . .

First driver's licences

The first four-wheeled gasoline propelled, motor vehicle in Ontario, or for that matter, all of Canada, was a single-cylinder runabout made by the Winston Motor Carriage Company of Cleveland, Ohio, in 1898.

All it took to drive one of those infernal machines, according to the scribes of the day, was "an overabundance of courage and total lack of common sense."

Take the gentlest soul, good to his mother and kind to animals — put him behind the wheel of one of those contraptions — and stand clear.

Lo and behold! A demon!

With hands frozen on the steering wheel, a look of defiance and determination etched on one's face, the driver often took off in a cloud of dust, a shower of pebbles and bric-a-brac, a coughing and sputtering, and a great lurch forward.

And heaven help any dumb beasts, including pedestrians, slow afoot or infirm, who got in the way.

Although our early drivers were described as "cavaliers of the highway, with devil-may-care attitudes", in reality, that look of total abandonment was probably the result of being "scared stiff."

After all, who wouldn't be? Broken bottles were often strewn deliberately like glass confetti on the roadway. And scythe blades and/or barbed wire were often placed just below the surface of the road by disgruntled horse owners tired of chasing their runaways because of the "infernal" automobile.

Rules Begin

If you could afford a car — you could drive it. No licence required.

It was probably a good thing because in those days if you had to pass a test demonstrating your driving skills, the horse would still be king of the road.

It took all the self-control and perseverance a fledgling young driver had just to hold onto the wheel and to keep the car on the road.

In order to maintain peace and tranquility, as well as some semblance of safety, it became necessary in 1909 for those in authority to start making some rules. But they weren't rules as we know them today.

And only those who drove for hire, namely chauffeurs, were required to obtain driving licenses, which they displayed prominently on their caps or lapels in the form of a small oblong badge with a number on it.

Even this was just a formality as your driving skills weren't questioned.

It wasn't until 1913 that chauffeurs were tested for their competence. They also had to be physically fit and "of good character."

This caused some grumbling from the chauffeurs who felt they were being discriminated against.

Operator's Licence Introduced

But it was left that way until 1927 when the operator's licence was introduced.

To qualify, a motorist needed six months continual driving experience, 500 miles of road time, good health and \$1.00 for the fee.

Driving tests were only given to the inexperienced driver or those suffering from a disability.

In the first year, 444,472 operator's licences were issued.

PHOTOGRAPH OF LICENSEE



Examined and passed in:

1. Planetary transmission.
2. Sliding transmission.

Examined at

Woodbridge

In 1925, J. Vaughan of Woodbridge received his Chauffeur's License. It shows he used a sliding, rather than planetary transmission. Photo was submitted by his son, Paul Vaughan of Toronto.

The popularity of the automobile grew rapidly — not even the great depression could slow down the boom and sales soared.

The number of examiners grew from 25 in 1927 to 207 in '32. With the exception of the war years, the number of licenced drivers also continued to grow.

New Program

Driver licensing has seen many changes over the years — from drivers getting a licence with no questions asked to today's rigid standards, such as the new Classified Driver Licensing Program which requires motorists to match their skills with the vehicle they're driving.

Today's sleek, powerful car doesn't resemble that 1898 one-cylinder runabout and licensing methods have certainly kept pace.

Sam our Safety Duck says, "When school's out LOOK out."



Stay on the straight and narrow . . .

Safer cars with vehicle inspection

by Lucy LaGrassa

She was driving in a steady line of traffic at a rhythmic 100 km/h when there was a crash up ahead. Instinctively she slammed on the brakes. They failed in a rending crescendo of tearing, shredding metal.

She remembered — too late — she should've had the brakes fixed two weeks ago.

Driving a mechanically-unfit vehicle can be dangerous. And it could mean a life lost.

That's why the Hamilton-Wentworth Regional Police readily get involved in MTC's annual summer motor-vehicle inspection-lane program — portable lanes which travel throughout Ontario.

Staff Inspector Ed Skalinsky, in charge of the region's traffic division, said: "If we can save one life with the program — it's worth it."

And he's made it worthwhile. During five weeks the safety lane was in the region last summer, a total of 2,400 motorists received notices for mandatory vehicle inspections. And 64 charges for driving unsafe vehicles were laid under The Highway Traffic Act.

The officers managed to increase the number of inspections over previous years by taking advantage of CV-3 forms. These are handed to motorists anywhere within the region, requesting them to have their vehicle inspected at an agreed time.

Even if the motorist can't make it at that time, he or she can phone ahead and the traffic office willingly re-schedules the appointment.

"We don't have the authority to deprive someone of an opportunity to make a living. But when drivers completely ignore appointments set for their convenience, or don't give a sound reason for being absent, we send them a summons and they're subject to a fine of up to \$500," Skalinsky emphasized.

Missed appointments is one problem arising from the use of the CV-3 forms. Nevertheless, Skalinsky believes their advantages far outweigh their disadvantages.

For example, instead of his officers bringing in only those who happen to be driving by the safety lane with what looks like an ill-kept car for inspection, they are now able to stop anyone, anywhere in the region. Drivers stopped because their vehicles look like potential hazards, have to report for an inspection at the lane set up at MTC's Hamilton office.

"Up until the summer of 1977, we were concentrating on one little area of the city when there could have been a lot of people driving unsafe vehicles all over the region," Skalinsky said.

Drivers are often shocked to discover there are portable safety lanes; that they



Using CV-3 forms helped Staff Inspector Ed Skalinsky open a new door to traffic safety in the Hamilton-Wentworth Regional Police Force where the safety-lane program was one of the most successful in the province.

can be required to have their vehicles inspected.

They weren't the only people surprised — the officers, themselves, didn't expect to find so many potentially dangerous vehicles.

Despite some grumbling, the MTC crew received a good number of thank-you calls and letters. For what? For

bringing to many drivers' attention, vehicle faults that could've resulted in major damage if left unrepaired.

Skalinsky noted: "The biggest grippers are those who know their cars need repairs. You don't have to be an expert to look at a car and know it's unsafe. Yet there are those who will knowingly take chances."

And, he warns, the law of averages is bound to catch up with such drivers, either because the vehicle breaks down or they are stopped by an officer and asked to undergo a vehicle inspection.

On the safety lane, Constables Lorne Moore and Ted Kalliokoski worked as a team to enforce the law. Together with Hamilton MTC vehicle inspector Dave Pringle, the operation last summer was one of the most successful in the province.

Both constables enjoyed working with Pringle. "He inspected cars on a fair and reasonable basis — even under circumstances that would often be provoking."

While cars were inspected, staff, police officers checked the record. Skalinsky said: "They get a complete rundown of a car in 10 minutes."

In a few instances when cars arrived at the lane, drivers saw police officers checking driving records. They'd jump out of the accelerator and screech away. The following chase often led to a number of stolen vehicles and drivers without licences.

The lane program had an "extra catch" as Skalinsky puts it. This included 12 arrests for outstanding fines, 19 charges for driving without a licence, 25 fines for having no insurance. And there were 11 charges for such offences as failing to transfer ownership or a change of plates.

Obviously law-abiding citizens don't belong in that "extra-catch" category.

It pays to have a spring check for your vehicle. Remember — after a rough winter, most vehicles need engine tune-ups or repairs.

Said Skalinsky: "We can't order people to have spring checks because it would appear that the police are soliciting business for garages and motor mechanics. But I believe spring checks save lives and money."

So do yourself a favour: Take good care of your car. If you do, you are taking good care of yourself.

Automated driver licence testing comes

by Doug Cowan

If you're an immigrant who can't read or write English, or a Canadian with little education or a learning disability, you can now take the written portion of your driver's licence test on one of MTC's new automated driver testing machines.

A set of twenty-five automated, multilingual driver testing machines have recently been installed in the Licence Issuing Head Office at Queen's Park in Toronto.

Pilot Project

This program is a pilot project and MTC is the first jurisdiction in Canada to inaugurate this type of driver testing.

Machines similar to these are presently being used in 19 States in the U.S.A., but Ontario is the first jurisdiction in North America to use graphics instead of photographs.

To reduce initial cost, MTC has prepared all slides internally and by using graphics, we can better illustrate a traffic situation by placing the driver behind the wheel, instead of having to use only aerial photographs.

The automated tests are presently being offered in English, French, Italian, Spanish and Chinese, with Greek and Portuguese to be added in a few weeks.

"The purpose of the program is to increase efficiency and service to the general public.

"It is estimated that the testing machines will enable us to do about 75 tests per hour, or about 500 a day instead of the present 390 tests," said Fraser Reavell, Regional Manager, Central Region.

"This testing procedure replaces the written test or very time consuming oral testing. During peak testing periods, our staff cannot handle the many requests for oral tests by applicants who neither read nor write English, and may require personal attention to do their oral test, which could take more than an hour to complete," he said.

Push Buttons

The tests are automated and the driver licence applicant sees a traffic situation or traffic sign on a screen. The question and multiple choice answers appear on the screen in English or one of the other languages. The applicant



A total of twenty-five automated, multilingual driver testing machines have recently been installed at MTC's Head Office in the Queen's Park complex. In the first few weeks, over 3,000 have taken their driver's licence test on these machines, instead of the former written test.

selects an answer by pushing a button. If the answer is correct, the words "correct answer" appear on the screen and then the next traffic situation and question appear on the screen.

If the applicant selects the wrong answer, then the correct answer appears on the screen for several seconds before automatically changing to the next

question. This makes the testing even more beneficial, because there is a built-in learning process for the applicant.

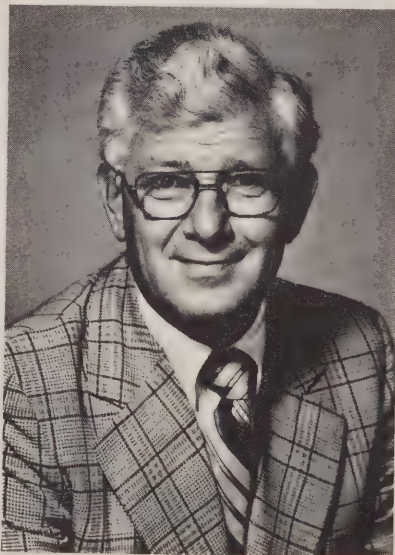
These tests are designed the same as the former written test and the applicants must answer 40 questions (20 or the rules of the road and 20 sign recognition) and obtain 80 per cent to pass, to obtain a Class "G" driver's licence. Tests may also be given for a motorcycle driver's licence.

Within a few weeks, automated tests for the higher classes of licence required by commercial vehicle operators, will be available in English and French only. It is not planned to make these tests for classes A-F available in the other languages, because most immigrants with a class G licence have a good working knowledge of English or French by the time they apply for a higher class of licence.

If an applicant wishes to take the written test rather than be tested on one of the machines, this service is still being provided at Queen's Park. Also, some applicants are in wheelchairs or have trouble standing and take the written test instead.

While the applicant is taking the test, the examiner can monitor the test on the control console and determine how well the person is doing.

This greatly increases efficiency and



Fraser Reavell, Regional Manager, Central Region

Ontario

service, because the examiner can punch-up their machine on the console and if the applicant is currently on question #28 and has nine wrong answers... then the person has already failed and the applicant's papers can be completed before the test is finished.

The machines were purchased from Juno Systems in Tulsa, Oklahoma and are designed to handle visual and voice-over testing.

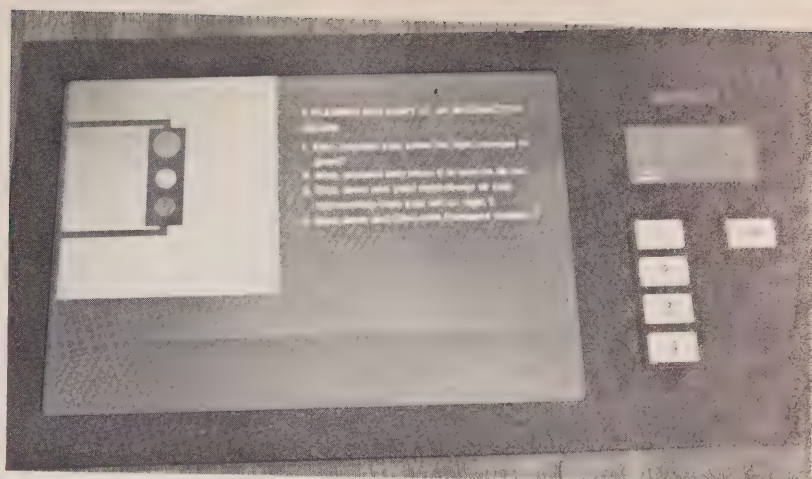
Also, if feasible, they can be fed directly into our driver licensing computer system. When an applicant passes this test, it can be put into our records and when the applicant passes a road test, their driver's licence is already on file.

The Ministry is planning to add "voice" to the automated machines in the near future, to assist applicants who cannot read or write in English. This is also being considered for the other languages.

If this pilot project proves successful, the Ministry is hoping to put these testing machines in the driver examination centres in other major cities across Ontario.

More Applicants

Donna Cooke, supervisor of the project at Queen's Park said there has



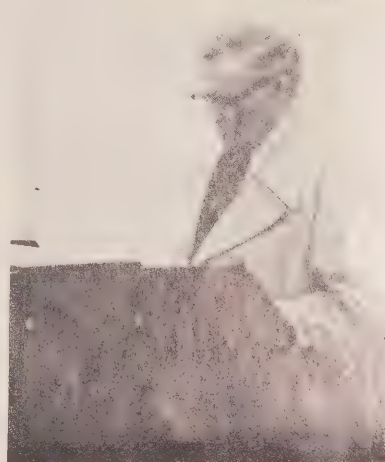
Above is a sample illustration and multiple-choice question that appears on MTC's new automated driver testing machines. The applicant selects an answer and then pushes the score button. If the selected answer is wrong, the correct one appears on the bottom of the screen, prior to the machine automatically changing to the next question.

been a marked increase in the number of tests given at that centre since the machines were installed a few weeks ago.

"We did 2,457 tests in January and over 3,000 in April. We're getting into our busy season now and I guess there'll be even more once people know about this new service," she said.

When asked which language test was asked for the most, Mrs. Cooke stated, "Surprisingly, it's Chinese! Some days when we're really busy, I have line-ups waiting to use the one machine offering the Chinese test. As soon as possible,

we're going to have three machines available to give the Chinese test."



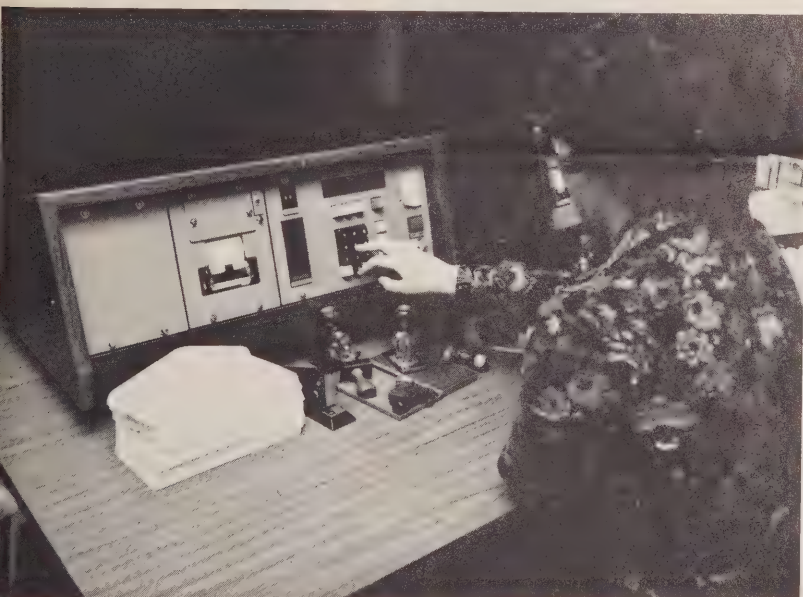
Edwin R. McKenzie, 68, from Stroud, Ontario takes his first driver's test. He found the automated test confusing at first, but liked having pictures and questions together on the screen. He passed and plans to take a road test as soon as possible.

What do the Applicants think?

A survey of the applicants taking the automated test has shown that they generally find the visual test easier than the written test.

Mrs. Kay Sigus of Pickering said, "I was expecting a written test, but found it much easier because of the pictures. I like pictures."

Mr. Ed McKenzie of Stroud, a 68-year-old applicant said, "I found the machines rather confusing at first, but after I got used to it, I think it's better than taking a written test."



Julie Bratton, MTC examiner, punches-up one of the testing machines to see how well the applicant is doing. This control console is connected to all twenty-five machines and examiners can determine whether an applicant has passed or failed before the test is completed.

Accident rate climbs

Motorcycling popularity on the increase

If you drive a motorcycle, you would be wise not to go for a ride on a Saturday.

According to a recent American study, that's the worst day of the week for motorcycle accidents.

And to put a damper on your activities even further — riding during June, July and August is risky — these are the months which have a high potential for accidents. This is probably no surprise, since they are the months motorcycles are most used.

What is surprising is the fact that, like motor vehicles, most motorcycle accidents occur during ideal conditions on dry roads.

The MTC's soon-to-be published Motor Vehicle Accidents Facts show 1977 to have been a bad year for motorcycle deaths and injuries.

For instance, motorcycle drivers' fatalities were up 14.1 per cent, from 78 deaths in 1976 to 89 in '77.

And injuries climbed even higher — 27.4 per cent, from 2,818 in 1976 to 3,590 in 1977.

If you don't like to ride alone then perhaps you better think twice before asking anyone to share a ride because passenger deaths and injuries are also up.

Sixteen motorcycle passengers — four more than in 1976 — were killed; 814, an increase of 25.6 per cent, were injured.

Perhaps one of the reasons for the jump in these figures was the fact cyclists tend to forget their machines are much smaller than cars, especially when they're passing a car. A good motorcyclist, like a good driver, should drive defensively.

But take heart and remember when dealing with figures, it's always difficult to pinpoint reasons for ups and downs in statistics. But one thing is sure — more people are riding bikes.

In fact 1977 sales increased 10.7 per cent over the previous year.

According to an article in the Motorcycle and Moped Industry Council News: "Motorcycle sales in Canada topped 100,000-a-year for the first time in history in 1977."

Don James, chairman of MMIC said: "Sales of 100,519 motorcycles represented a 10.7 per cent increase over 1976 sales of 90,801. The previous record was 98,566 in 1973."

So it looks like motorcycling is here to stay.

And with so many new drivers taking to the road, here are a few hints to bear in mind before you rev up and take off:

Take a look at your clothing.

Would you make the best — dressed list in the "Motorcyclist's Who's Who?"

Let's start with the most important item — the helmet.

Not only is it mandatory, but it comes in a variety of colours, shapes and designs where your choice can reflect your individuality.

It could also reflect your common sense because helmets help prevent injuries and may even save lives.

Other important items are strong boots which cover the ankles; light, leather gloves are a definite asset; plus goggles or safety glasses.

But hold it! You may be dressed to ride but can you ride?

The motorcycle is not a toy — it is a sophisticated, modern vehicle. You can't just jump on and take off.

To help the novice driver, the Canada Safety Council's Motorcycle Training Course was founded. Instructions are given by the Ontario Safety League at 17 locations throughout the province.

The 20-hour training course consists of two hours of classroom instruction and 18 of actual bike riding. All bikes are brand-new this year and lent to the OSL by various dealers.

Fifteen hundred students signed up for the course last year and, according to Gilbert Palmer, assistant GM of the OSL, "The pass rate is fantastically high."

Ready to try for a licence?

If you're a novice, you'll have to have someone bring your motorcycle to the test centre because you can't drive it on the streets without a licence.

Under MTC's new Classified Driver Licensing Program, a novice must first try for a Class R Licence (it's really just a learner's licence). It's good for 60 days and involves taking a vision test, written test and partial off-street skill test, then away you go to practice.

When confident enough to try for the Class M licence, back you go again. Only this time all you have to do is take the road test which includes walking your bike through a serpentine course (figure 8), a straight-line test and a braking test.



Motorcycle helmets are mandatory in Ontario and come in a variety of styles and colours.

Both the Class R and Class M will cost you \$11.00.

An experienced rider can, if he or she wants, try for the Class M only.

Now you know what the studies say; the stats; what clothing to wear; the training available; and how to get your licence. So, rev 'er up and drive safely.

HANDBOOK AVAILABLE

The "Motorcycle Driver's Handbook" is available in English and French without charge at any MTC driver examination centre or licensing office upon request.

This 10-page booklet contains regulations, safety and driving tips, licence information and other handy information cyclists can use.

(Continued from page 1)

the driver obviously had his belt on) and then, in contrast, a '71 Cutlass with similar front-end damage outside and inside, a smashed windshield and a seat belt buckled behind the drivers seat to "cheat" the buzzer system.

A '78 Dodge shows in chilling detail exactly what kind of damage an unrestrained body can cause to the interior of a car — the windshield is smashed, the gear-shift and steering wheel are bent and twisted.

"People don't believe me when I say But a lot of damage to cars is caused by the people in them," said Cuppy.

It's evidence like this that has turned Cuppy into a strong seat belt advocate. Since he began buckling up regularly, he says, even his driving habits have improved.

"With the seat belt I sit up straight in my seat all the time. I can't help myself. So I know I must be more alert. It makes me stay awake."

Not only is Cuppy convinced seat belts *do* save lives, he believes more and more drivers are becoming convinced of the same fact of "life."

And once again, says Cuppy, the roof is right outside his office window. Since seat belt legislation was introduced in Ontario in January 1976, the number of cars coming in with extensive interior damage has dropped dramatically.

"Two years ago every car here would have looked like the black Dodge," said Cuppy.

Last year, for the first time Dominion Auto Wreckers actually had intact windshields to sell to customers.

"If anything, the situation is even better this year," he says.

"Maybe I'm just more aware of it, but I see more and more people wearing seat belts all the time. If they don't, they're fools — they don't deserve to be safe."



The twisted steering wheel and bent windshield in this recent arrival at Dominion Auto Wreckers are grim reminders of the kind of damage an unrestrained man body can cause to the interior of a car.

NEWS BRIEFS

SOUTH AFRICA: The use of "coal gas" as a supplemental source of motor fuel is being investigated here. Currently, two plants in the country are producing 500 million gallons of motor fuel annually.

One incentive for producing fuel from coal in South Africa is the low cost — between \$4 and \$8 a ton — compared to \$20 or more a ton in the U.S. However, the cost factor may balance out as coal productivity increases and petroleum prices continue to rise.

CANADA: Mobil Oil Co. believes coal may again become an important transportation fuel, this time as gas rather than steam. It will soon be economically feasible to produce a high-octane unleaded gasoline from coal, using a patented process which first changes the coal to alcohol. Produced by this method, gas costs from 40 to 50 cents more per gallon than gas from oil. About a ton of coal is needed to make a 33-gallon barrel of gas. Mobil already owns land containing up to five billion tons of unmined coal.

U.S.S.R.: A city court in Moscow recently sentenced a drunk driver to death by firing squad for causing an accident in which eight persons were killed and seven injured.

If a driver is stopped for speeding in the Soviet Union, the policeman punches a hole in the driver's licence. Three holes and the licence is revoked. An exam must be repeated and passed to obtain a new driver's licence.

U.S.A.: The American Mutual Insurance Alliance (AMIA) reports the cost of replacing all the parts of a completely wrecked car would be four times more than the price of a new car. Study found it would cost

\$21,471 to replace the parts of a standard new car with a factory price of \$4,681.

On a September day in 1899, Mr. H.H. Bliss stepped down from a trolley car in New York City and, while graciously assisting a lady passenger to alight, was fatally struck by a horseless carriage — the first recorded death by automobile.

Federal Energy Administration data shows that vehicles driven at 55 miles per hour get 21 per cent more gas mileage than the same vehicle driven at a speed of 70.

Six and a half weeks after North Dakota repealed its motorcycle helmet law July 1, 10 cyclists were dead. Nine wore no helmets, and the tenth, required by law to wear helmet because he was under 21, was wearing a helmet that wasn't strapped on.

LITTLE ROCK, ARK.: Most people consider "third time lucky." But for 75-year-old Fannie Turner, it was the 103rd. She flunked 102 written driver's tests over the past six years, but finally passed and received a learner's permit. Optimistic day, she had bought her car six years ago.

ONTARIO: Commercial vehicle reciprocity agreements have been signed between Ontario and another three states — Alabama, North Carolina and Iowa. The purpose is to make it possible for commercial truck operators to travel between Ontario and U.S. destinations without having to purchase registrations in each state along the way. Ontario now has agreements with nine American States and reciprocal agreements are under consideration with 10 other states.

NEW D. AND V. CENTRE TO BE CONSTRUCTED

Plans have been announced for the construction of a drivers and vehicles centre — including a complete off-street test area — on the recently-acquired 30-acre Malport site at Steeles and Airport Road just outside Toronto.

"The centre," explained MTC Minister James Snow, "will provide the public in the Mississauga, Brampton, Bramalea area and northwest Metro suburbs with driver and motor vehicle licensing service and a vehicle testing facility."

Expected to be completed in 1980, the complex will consolidate driver and vehicle operations now located in Mississauga, Toronto West and Brampton.

The centre not only meets the criteria of low density use, but is also being designed and landscaped to conform with the planned objectives for the Parkway Belt.

"Perhaps the most unusual feature of the new centre," Snow added, "is the 'on-site' driver testing area, which has been based on similar operations already in use in the United States.

"Some of the major advantages of on-site driver testing," said Snow, "include the extension of testing hours without getting involved in rush hour traffic; the safety factor of testing unknown drivers in a controlled situation; and a test area that covers all driving situations."

Traffic required to make the situation more realistic will be generated by the staff of 24 examiners, other staff and the public.



Sergeant Peter Bromley, right, Halton Regional Police Force receives the Hamilton Automobile Club's Judge T.L. McCombs Safety Award for making an outstanding contribution to traffic safety. The award is being presented by Judge McCombs, left, director and past president of the Hamilton Automobile Club.

The building to house the services and complement of 71 employees will be located in the centre of the site, which will be divided into the equivalent of nine city blocks.

The area surrounding the central building will form the "on-site" driver testing area, featuring typical two-lane collector roadways, one four-lane arterial, a railway spur, a graded rise and all appropriate signing and control signals.

Coming Events

July 15 — One day seminar for driving school operators sponsored by the Driving School Association of America at the Constellation Hotel, 8:30 a.m. — 6:00 p.m. Contact: Gordon O'Hearn, 221-5487.

ontario traffic safety

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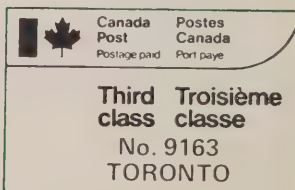
*Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.*

Editor: Sharon Bagnato

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Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario

JULY/AUGUST 1978

Here are the 1977 figures

	1976	1977
Persons Killed. . .	1,511	1,420
Persons Injured. . .	83,736	95,664
Fatal Accidents. . .	1,265	1,213
Personal Injury Accidents. . .	58,028	63,787
Motor Vehicles Registered. . .	4,089,954	4,274,410
Death Rate per 100 Million Kilometres Travelled. . . *	2.3	2.1
Fatal Accident Rate per 100 Million Kilometres Travelled. . . *	3.3	3.3
Amount of Property Damage. . .	\$230,490,000	\$258,950,000
* Estimated		

What's Inside

- Motorists can learn how to keep their vehicles in safe, running condition with Shell "Help" booklets. Page 2.
- Reporter Robin Burgess interviews Dr. Hedley Smith, Coroner for Dufferin County about seat belts. Pages 4 and 5.
- The Blue Knights, a motorcycle club in London, Ontario use their spare time raising money for crippled children. Page 6

CB project on QEW success

The new CB pilot project on the QEW is looking good.

The project became reality when the Ministry, in its continual drive for safer highways, took a long look at CB's as a means of providing quick assistance to motorists on the highway.

After a series of meetings and discussions, Ian Brett of the Ministry's Traffic Engineering Branch and Terry Blanks of the Communications Division contacted Inspector Robert Johansen and P.C. Robert Lindsell of the OPP, Communications System Development Team to seek their assistance in augmenting a CB project.

Talks between them brought some positive results and with the support of Commissioner Harold Graham it was decided a CB project would be set up on the QEW using the 50-km section between Highway 427 and the Stoney Creek interchange.

The OPP would monitor emergency Channel 9 of the CB Band on a 24-hour-a-day basis.

Base stations were set up at Burling-

ton and Port Credit, using regular 40-channel CB.

Const. Lindsell said, "The 40-channel CB also contains a single side band which is a technique to provide better range from our equipment."

Under the guidelines of the project, the OPP provides the personnel and MTC, the equipment — two base units and antennas, as well as a backup mobile unit and road signs reading: "The OPP monitor Channel 9."

Const. Lindsell describes the enthusiasm of his department toward this project: "Many of our members think it's a great idea. In fact, some of them have brought their own CB's to use in their cruisers to monitor calls — then take them home after a day's work."

Now that's dedication.

During May there were 398 calls with 37 per cent related to motor vehicle accidents; 34 per cent were for motor vehicle assistance; 19 per cent for road information and 10 per cent for traffic and weather conditions.

(Continued on page 3)



P.C. Terry McNulty, OPP Downsview Detachment, demonstrates the use of his own CB in an OPP cruiser. The 23-Channel unit is mounted on the back of the seat for stability. As he patrols, he continually monitors Channel 9, the emergency channel.

Shell stresses safety in new "Help" booklets

By Lucy LaGrassa

When you're aware of the fact that your car is a man-made machine that can become faulty and needs care, you're half way to winning the motor-vehicle safety battle.

And if you realize that maintaining your car in safe, running condition, not only saves your life but saves you money, you're three-quarters there.

But where can the average person go to get help?

Shell Canada has started a series of free information booklets which include warnings and tips for car owners: all aimed at telling motorists how to keep their vehicle in safe, running condition.

Eric Williams, manager, marketing communications for Shell, emphasized, "If anyone is left with the impression that this presentation is Shell Canada's latest advertising campaign — he's missed the point entirely."

Williams said the booklets were produced to provide all consumers with what they want — help. "We genuinely hope these 'Shell-helps' booklets will encourage improvements in car maintenance and standards of service," he said.

Five consecutive booklets, in both English and French, are planned for 1978. The first, "The Longer Car Life Book" was released in late March.

It presents straightforward, uncomplicated information on how average Canadian drivers can take care of their car.

Six Shell dealers across Canada were



Shell gasoline attendant, Mike DeJong discusses with a customer information on personal car maintenance available through the "Shell Helps" booklets.

interviewed on car maintenance, and their co-operative efforts were published.

It explains that by understanding the importance of your car's transmission fluid, filters, motor oil, cooling system, extreme weather changes and the driver's manual — your car maintenance generally improves.

The second booklet, "The Gasoline Economy Book", is to be released shortly.

It shows the results gathered from an experiment with four workers at Shell's Oakville Research Centre, each of whom drove a car in good running condition for one week.

"We played around a little with the cars. We did things such as reducing the tire pressure a little, deturning them slightly, using the wrong grade of oil — things you'd expect to see from the average motorist driving the average car," Williams explained.

At the end of the week, mileage from all four cars was recorded. Then the minor misadjustments were corrected. The workers then drove the same cars for another week.

Results showed an average mileage improvement of about 11 per cent. Then, the four workers were given a series of driving tips and drove the cars for another week. That resulted in another six per cent mileage increase.

"The average mileage achieved before any corrections was roughly in line with the Canadian average. What these workers achieved was an 18 per cent improvement over that," Williams emphasized.

If you're concerned, not only with mileage improvement, but maintaining, then Shell's third booklet, "The Early Warning Book", to be released later

this year, is for you.

Research for this booklet included an experiment at a Toronto Shell station with facilities for oil changes and car checks.

"There, over five and one-half days, Shell gave over 200 motorists the opportunity to have their car inspected against a 30-point checklist. We were expecting cars to have faults but we didn't expect to be proven right in spades," said Richard Guimont, senior ad rep.

Out of 215 vehicles, 208 were faulty. Fluid levels were incorrect in 178 of these cars and 65 had damaged exhaust systems that were dangerous to the lives of passengers.

A fourth book on home heating is being researched and a fifth on winter driving is planned as Shell's final booklet for 1978.

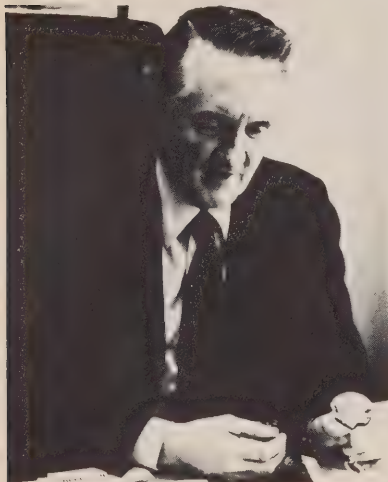
Part of the research for the winter driving booklet includes practical demonstrations from various police officers.

Meanwhile, Williams and his staff are looking for possible topics for next year's series of booklets. He already has 15 ideas from which to choose.

Each of the booklets is released a certain way. For the first three weeks the new booklet is supported by TV commercials and available only at Shell service stations across the country. Then over two million are distributed via newspapers and magazines.

Now Shell companies in other countries around the world, such as Holland, Sweden and Germany, are starting the program.

So if you want to maintain your car in safe, running condition and save some money, but don't know how — Shell helps.



Eric Williams is manager of marketing communications for Shell Canada.

School days, rule days . . .

Thousands of safety kits ready

Summertime may be easy living time in some offices — but for Bill Neale, a clerk in the Ministry of Transportation and Communications central stores, it's the busiest time of the year.

Neale and his crew of summer students have the job of packing some four million pieces of school traffic safety material into kits to be sent out to schools across the province the beginning of classes in September.

The kits are used by teachers in more than 3,000 Public and Separate schools as an aid in teaching traffic safety to students.

MTC has been in the business of developing school safety programs for well over 15 years, according to Doug Cowan, a public relations officer with the Public and Safety Information Branch.

"Our branch is responsible for designing and preparing the program materials," Cowan said.

"A lot of research goes into these traffic safety programs. We are continually in touch with principals, teachers, and the police traffic safety officers who go into the schools, to make sure our materials are up-to-date and meaningful to the children," he said.

"And there have been a lot of changes in teaching methods in the past few years. We had to change our program materials about five years ago, when the teachers began emphasizing pupil participation."

The preparation and distribution of the material involves a great deal of hard work by many people in the MTC. Everyone works together as a team — the art section, audio-visual, central stores and mail room.

The P & SI branch sends order forms or the program materials to the schools. And the schools in turn complete the forms and return them prior to the end of the current school year.

"We're absolutely swamped with orders by the end of May. Summer students are hired and Neale supervises getting all the orders filled before the end of August. Immediately after Labour Day, the mail room starts sending the hundreds of parcels out to the schools," continued Cowan.

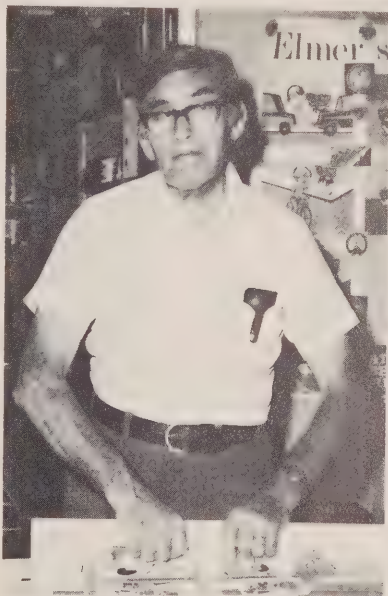
Separate traffic safety programs are available for each age group from Nursery School and Kindergarten up to Grade 8. They cover such areas as,

Elmer's basic traffic safety rules, pedestrian, bicycle, school bus and school safety patrols.

With each kit, a teacher receives an instructor's manual, posters, colouring booklets and other informational literature for the children and their parents.

In addition, MTC also prepares material for police safety officers use when they visit a school and talk to children about traffic safety.

"Teachers and police are offered different program items to avoid dupli-



Bill Neale is already packing the school material for classes beginning in September.

cating the materials. This gives the police something new to take into the schools, something the children haven't seen yet," Cowan said.

The police program concentrates on bicycle, seat belt, school bus, school safety foot patrols and, of course, Elmer the Safety Elephant program.

The teachers, on the other hand, instruct the children in general traffic and pedestrian safety and using posters and other materials can stress certain rules over a period of several weeks.

"I guess our major problem is a case of supply and demand," Cowan said. "We provide all these materials free-of-charge to the teachers and police and, with our limited budget, we can only give enough material to cover the

number of students in each school. Occasionally, we have to cut orders down, because we run out of material.

"Each year, there's a higher demand for a certain item. This year, there's the usual high demand for Elmer's bilingual metric measuring tapes, as well as the Magic Messages," Cowan said.

French versions of the traffic safety materials are expanded according to the demand.

Feedback from the principals, teachers and police safety officers is more than welcome, Cowan emphasized.

"We need to know if our materials help the teachers and police safety officers to get the safety message across to the kids," he said.

"We have received many good suggestions, and I can't truthfully think of any bad comments. The teachers and police are usually grateful to get what we have. As a matter of fact, the police officers have told me that they couldn't do as effective a job without our materials."

Corporal G. Ramm, communications services co-ordinator for the Provincial Police in Downsview, emphasizes the value of the materials sent to the schools.

"I think the materials improve teaching. They demonstrate the traffic rules and kids find them interesting. I think they improve our teaching. If I just told the kids about traffic safety they wouldn't remember," said Corporal Ramm.

The materials produced by MTC are useful not only for children but their parents. "The kids take home the hand-outs and show them to their dad," said Corporal Ramm.

RADIO COMMERCIALS

The Ministry of Transportation and Communications recently launched a summer radio campaign to promote safe driving in Ontario.

Each weekend starting July 1 through to the Labour Day weekend, a series of traffic safety commercials reminding motorists about children out of school, seatbelts, trailering and the school bus stopping law, are being aired on all radio stations in the province.

Tragically real . . .

Coroner plays key role in latest seat

By Robin Burgess

Dr. Hedley Smith, coroner for Dufferin County, recently starred in a soon-to-be released seat belt safety film produced by the Public and Safety Information Branch of the Ministry of Transportation and Communications.

In the film, Dr. Smith, playing himself, is shown investigating a simulated accident in which a young woman has been killed as a result of not wearing her seat belt.

The words Dr. Smith uses in the film are his own and the convictions he expresses are very real ones.

Coroner Dr. Hedley Smith has been investigating accidents in Dufferin County for more than 10 years.

But he still feels "half sick and thoroughly angry" when he sees the badly broken body of an accident victim who **should** have survived or **should** have escaped with minor injuries if only he or she had taken a few precautions.

And top of that list of precautions as far as Dr. Smith is concerned is remembering to buckle up . . . regularly.

In the doctor's opinion there is absolutely no question that wearing . . . or not wearing . . . a seatbelt can make a

life-or-death difference for a car occupant in a collision.

It's a conviction that goes with the job.

After investigating hundreds of traffic accidents during his career as coroner, Dr. Smith knows in very precise, grisly detail, exactly what **can** happen to an unrestrained human body during a collision.

Typical injuries suffered by non-belt users run the gamut from very severe fractures of the arms and legs and lacerated faces to crushed chests and broken necks.

"What kills people is either a crushed chest . . . that means multiple rib fractures . . . or a broken neck. They go through the windshield and break the base of the skull, and that's the same as if you hung yourself," says the Dufferin coroner.

For those who live, the price in pain and suffering is often high.

"One of the most pitiful things in the world is to see a teenage girl who just put her face through a windshield. That's after having bashed it first on the dashboard, then maybe cut her throat so she ends up with about 150 zillion stitches in her face and a whole lot of plastic surgery . . . if she lives."

Victims who are ejected from the car generally suffer an equally grim fate, says Smith.

Those who declare they'd rather be "thrown clear" of a collision rather than strapped in their seat have no idea what it means to be flung from a car at high speeds, he insists.

Often the driver or passenger will only be ejected part way out the window



"Reporter" Jeannie Elias talks to Dr. Hedley Smith about his views on seat belts in this scene from the film.



Real-life OPP officers conduct a typical investigation at the "crash scene" for the benefit of MTC's cameras.

elt film

... then crushed under the car as it rolls. At the same time anyone thrown out on to the road stands a good chance of being run over by the next vehicle that comes along, even if they survive the impact.

And for those flung "clear" of the collision, there are potentially lethal telephone poles and other roadside hazards to contend with.

Smith brings the point home graphically: "I always think of it as like a ball game — your head being the ball and whatever you hit being the bat. You don't have to hit a ball very hard to drop it over second base."

He adds: "The only trouble is that a head is more like a pumpkin when it gets hit. It just pops."

Dr. Smith lists four ways in which a seat belt helps to protect the car occupant in a collision.

First it keeps drivers and passengers within the protective metal of the car. "Let the metal take all the wear and tear and banging"; secondly they are held firmly in their seats so they are not thrown around the interior of the car like dice in a box"; thirdly, the shoulder harness holds the car occupant's shoulders back so they don't crash forward against the windshield or dashboard; and finally, the belt helps to keep people conscious so they can get out of the car quickly.

Seat belts themselves can cause injuries, admits the doctor.

You can tear your liver, you can tear your bladder, you can break your shoulder, you can get various minor injuries purely from the force of the seat belt. But it's a small price to pay because at least you can fix those things.

"At least you're alive when you come out of the crash."

Not surprisingly, Smith has been a strong supporter of Ontario's mandatory seatbelt law since it was first introduced.

Now, two years later, he's enthusiastic about what he sees as the law's real success.

Once again — it's a conclusion based on personal experience.

Since seatbelt legislation and lower speed limits were introduced in 1975, the number of fatalities he and the other Dufferin County coroners have been called on to investigate has dropped dramatically, he said.

"We see a lot of minor accidents but



Cars wrecked in "real-life" collisions are set up to simulate a typical accident in MTC's new seat belt film. Inset, Dr. Hedley Smith, Coroner.

not nearly as many fatalities. I don't think I've attended five traffic fatalities this year."

Altogether this year, the three Dufferin County coroners have probably investigated fewer than 12 fatalities throughout the county compared to three or four a month in the years before the new laws were introduced, he says.

And there have been other changes since the legislation.

"I'm not sewing up nearly as many faces on my weekends on duty either. And I'm not putting on nearly as many casts as I used to."

Dr. Smith is convinced Ontario's seatbelt law is gaining wider and wider acceptance as more and more motorists become educated as to the benefits of seat belts — a trend he attributes to MTC's public education and promotion campaigns.

Another encouraging sign — Smith says he has had very few patients apply for medical exemptions to the seat belt law. He has written letters of exemption for only five patients in the last two years — including two patients who were simply too fat to buckle their belts.

Before issuing medical exemptions, Smith had each of the five sign a disclaimer releasing him from any legal responsibility if the individual is killed

or injured as a result of not wearing a seat belt; and stating that Dr. Smith had warned him or her of the consequences involved.

"I say I'm going to keep this on because I simply won't be sued."

But I'm hard to get a note (of exemption) out of," he added.

Yet effective as they are, seat belts are not the ultimate solution to the problem of the still rising death and injury toll on our highways, emphasizes Dr. Smith.

The question is: where do we go next?

Smith has two suggestions: I urge manufacturers to design better, safer cars; and work on developing a really effective air bag system to be used in conjunction with seat belts.

In the meantime, says Smith, Ontario's seatbelt law is a "good start".

"Sure seat belts are bloody uncomfortable, but you get used to them. And putting on your seat belt gets to be a habit."

But what about those who continue to ignore the evidence and refuse to buckle up? Dr. Smith has a simple, but characteristically blunt solution:

"If you don't want to wear your seat belt, fine. But as far as I'm concerned you should have to pay all your own hospital bills."

The Blue Knights



Photo courtesy of London Free Press

Staff-Sergeant Elgin Austen of the London Police Force cruises Dundas Street in London all rigged out in his motorcycle regalia. Heavy leather boots provide protection and long wear. Leather gloves offer warmth and defend the hands at the same time. Protective eye glasses are also a help.



Displayed are the prizes offered by the Blue Knights at one of their shows. Proceeds went to the Crippled Children.

How's this for a name?

The Blue Knights Incorporated (Law Enforcement) Motorcycle Club!

Impressive isn't it?

Well, the Blue Knights, as they are known, are a group of concerned motorcyclists. They also happen to be police officers.

Originally founded in Bangor, Maine, in '74, the Ontario Chapter of the Blue Knights was established in London, Ont. in '76 and has about 60 members.

According to Elgin Austen, staff-sergeant with the London Police and president of the Blue Knights, "The club fills a need for police officers who enjoy motorcycling. Basically, we're a social and fraternal organization trying to enhance the image of motorcycling. And to do that we've got to change public attitudes.

"Unfortunately, people still associate motorcycling with characters out of a grade B movie. We've got a selling job to do and while we're doing it we're going to help a lot of people. For us, it's crippled children."

In fact, the plight of crippled children has become their major project.

In 1977, the club was able to donate \$2,000 to the London and District Crippled Children's Centre for the purchase of new equipment. An additional \$2,000 was donated to the London Rotary Club for the repair and preservation of Woodeden Camp, a summer retreat for crippled children.

"We were able to do this by travelling to shopping malls and shows and selling raffle tickets for a new motorcycle," said Austen. "And we've been very pleased with public response."

This year, they're hoping to raise their donations to \$15,000.

The Blue Knights are dedicated motorcyclists who insist motorcycles aren't dangerous. It's the rider and his attitude, so they feel proper instruction and experience are essential.

The club's goal now — raise enough money to purchase a trailer for use as a mobile billboard as well as ticket booth.

"It would be super," says Austen. "We could paint Canadian flags on it and eye-catching slogans supporting crippled children, and safety in general. We could just pull up, flip down a side take the motorcycle out and sell ticket — all operated by one person."

The Blue Knights aren't out to slay any dragons — just public opinion and in doing so, may change the image of motorcyclists have had to live with for very long time.

SAFETY BRIEFS AROUND THE WORLD

SWEDEN: Compulsory wearing of seat belts since 1975 has resulted in a dramatic 54 per cent reduction in fatal and severe chest injuries and a comparable 64 per cent reduction in head injuries in automobile accident victims.

ONTARIO: Future long-range road resurfacing programs in Ontario will include paving a 61-centimetre wide section of shoulders along major highways and urban fringe areas to reduce shoulder-related accidents.

Testing results indicate one vehicle in 10 running on a shoulder goes beyond the 30-centimetre mark, while only a third will travel beyond 61. Other benefits include a reduction in shoulder maintenance and an increase in road surface life.

TORONTO: The Ministry of Transportation and Communications "GO Safely Trailer" will be visiting numerous county fairs this fall. It will be at the Cochrane Fair, Aug. 25-27; Matheson, Sept. 1-3; Porcupine, Sept. 7-10; Brampton, Sept. 15-17; Stratford, Sept. 20-24; Plowing Match, Wingham, Sept. 26-30, and, Woodbridge, Oct. 7-9.

CANADA: The federal government is drafting legislation to give it the power to ration gasoline if the need arises. Energy Minister Alastair Gillespie said the government hopes to introduce the measure in the next session, but added such power would be used only in an emergency.

CANADA: The Canada Motor Vehicle Tire Safety Act gives the federal government authority to set standards for new tires. The legislation applies to new tires sold for use on used vehicles as well as those sold on new.

WEST GERMANY: License plate thefts in West Germany should be soon a rare occurrence. An adhesive-foil license plate that self-destructs on removal will be mandatory on all newly registered vehicles, beginning in October. It will cost the motorist about \$10 extra. The government is taking this measure in response to reports that 60,000 conventional plates were lost or stolen in the past year.

WEST GERMANY: The upper administrative court of West Berlin has cancelled the driving licence of a 220-pound, 5-foot-5-inch man because he is too fat. The ruling said the 64-year-old man could not drive safely because his bulk restricted his ability to drive safely.

U.S.A.: At the present rate of repair, U.S. highways are deteriorating 50 per cent faster than they are being maintained, according to the American Federal Highways Administration. In an effort to reverse this trend, the White House plans to complete construction of the country's extensive interstate system as quickly as possible, then concentrate highway funds on restoration.

U.S.A.: A California pedestrian charged with ignoring a "Don't Walk" sign, came up with a new excuse. He said he saw the sign all right, but he thought it was an advertisement for a cab company.

U.S.A.: Deaths involving motorcycle accidents have reached record numbers following the repeal of helmet use laws in 22 states, the U.S. Department of Transportation reports.

Figures released by the National Highway Traffic Safety Administration (NHTSA) show that 4,082 motorcyclists were killed in traffic accidents in 1977. This represents an increase of 770 over the number of cyclists killed in 1976 — a startling 23 per cent increase for the period.

"A major factor in the motorcycle death toll, said Joan Brook, head of the NHTSA. "was the repeal of helmet use laws in 22 states in 1976 and an additional 10 states in 1977. We are now beginning to see the dire consequences of these repeal actions."

U.S.A.: Starting with 1981 the dashboards of U.S. cars will be dotted with drawings of gasoline pumps, thermometers and other symbols intended to tell the driver push the right button.

The National Highway Traffic Safety Administration announced a new rule, explaining the symbols will convey information faster than words and reduce human error.





Bicycling can be good family fun, excellent exercise and cheap transportation, especially on bright sunny days. But last year, 48 people died in bicycle accidents in Ontario. These tragedies can be prevented by obeying the traffic laws and taking extra precautions. Remember, it's difficult for motorists to see cyclists because they are driving the smallest vehicle on the road.

CB (Continued from page 1)

There are more than 300,000 licenced CB's in the province, reflecting a social phenomenon — the first time an average citizen has been able to enjoy a mobile communications system at a modest cost.

And this phenomenon could have far-reaching effects in the field of traffic safety.

With the public's co-operation, it could cut down on fatalities by speeding help to the injured and relieve traffic situations by assisting stranded motorists.

Said Minister of Transportation and Communications James Snow: "With the popularity of CB increasing, the Ontario government is giving serious consideration to extending this monitoring service along major traffic routes throughout the province."

Coming Events

Sept. 18-21 — Roads and Transportation Association of Canada annual conference, Skyline Hotel, Ottawa. Contact: W. H. Yeates, 613-521-4052.

Sept. 22-24 — Canadian Trucking Exposition sponsored by Ontario Trucking Association; International Centre, Toronto. Contact: Jim McGuigan, 416-252-7791.

Sept. 25-26-27 — Ontario Safety League's Vehicle Accident Investigation Course, 409 King St. West, Toronto 416-362-1516.

Oct. 15-18 — Canada Safety Council's 10th Annual Safety Conference, Holiday Inn, Winnipeg, Manitoba.

We Get Letters

"The world is a hostile place for motorcycles — worst of all is your Fellowman".

Rob Lockhart
Ontario Traffic Safety
March/April 1977

Dear Editor:

The above statement appears to pit the "good guys" (motorcyclists) against the "bad guys" (motorists).

Mr. Lockhart gave a few examples in his article of the treatment a biker could expect from a few nuts holding steering wheels but he failed to show the reader the other side of the "driving coin". In all fairness, then, to both sides, here are a few examples of what car drivers should watch for from the "two-wheeled hotshot".

- A motorcyclist wending his way through heavy city traffic in a manner he would not think of, were he driving a motor car. [*Operate your bike as you would an automobile — don't cut in and out*].
- An impatient biker "tunneling" his way between two lines of stationary traffic going in the same direction. [*If someone inadvertently opens their door, bud, you'll have a split personality*].

Ontario is a province of which we all may be proud. It is known throughout the world for its efforts towards making its highways among the safest anywhere. But a highway is only as safe as the drivers who use it; — so it's really up to us, isn't it?

Alfred A. Walters
Weston, Ontario

ontario traffic safety

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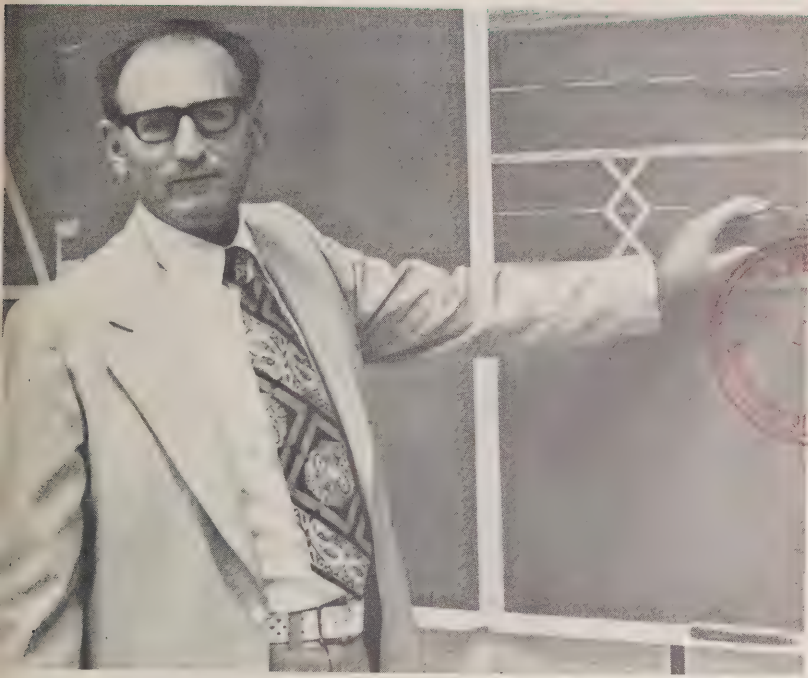


Ministry of
Transportation and
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ontario traffic safety

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Traffic Tribunal offers second chance



by Linda Johnson

Traffic offenders are getting a second chance to break bad driving habits.

Traffic tribunals have been set up in four Toronto locations with the aim of turning bad driving habits into good ones.

At the Keele St. tribunal, offenders have had their case heard before a J.P. And after hearing the case, he must decide if the violator gets a break.

If he feels they do, he can reduce their fines and give a warning sentence. But on one condition: they must attend the one-hour traffic tribunal. This way, they can save some money and they learn from their mistakes. The process is as formal as they want.

There are instructors on duty who are ex-driver education teachers. They take turns conducting the sessions, held each day. Other special sessions are conducted throughout the day for drivers from the Plea of Guilty with an Explanation Court which operates from nine in the morning till nine at night. And they want to make sure they learn from their mistakes.

For example, at the tribunal session, part of the group doesn't know it was illegal to pass in a crosswalk zone.

Others didn't know they were making improper turns. But they know now. Failing to obey rules of the road could result in a fine, demerit points and, possibly, the loss of limbs or life.

Frank Fast, supervisor of the Keele St. tribunal, drives this point home.

He asks one man: "Sir, how much will you take for your arm? \$100 thousand? Not enough? Well, would you take \$5 million for it?" Not too surprisingly the man refuses both offers. His arm, he insists, is priceless.

Knowing what to do when someone else slips up is equally important.

(Continued on page 3)

Frank Fast, supervisor of the Keele St. tribunal, reminds traffic offenders to obey all rules of the road. In doing so, they'll develop good driving habits.

School buses stop traffic

Drive with extra care whenever you see a school bus in front of you or coming towards you.

Remember that if a school bus flashes its red lights, traffic in both directions must stop.

Conviction for failure to stop when required carries a maximum fine of \$100 and an assessment of four demerit points.

And this law applies everywhere — on highways, country roads, city town or village streets — except on multi-lane highways with a median barrier. On these, only the vehicles behind the school bus must stop

upon seeing the flashing red lights.

Median barrier means the portion of a highway constructed to separate traffic travelling in one direction from traffic travelling in the opposite direction. The median barrier is a physical barrier, or an unpaved strip of ground.

Children should also be reminded to follow the school bus safety rules learned at school.

Encourage them to help the driver keep his attention on road safety. They can do this by behaving properly and keeping seated until it's time to leave the bus.

Safety program geared for school children

"Hi! Constable Robson!"

This warm greeting rekindles fond memories from the past for Staff Sgt. "Robbie" Robson and it's why he loved his job as a Safety Officer with the OPP.

The kids.

They're something else. Tugging at your coat tails, looking up to you. It's a wonderful feeling.

Says Robbie, "They think you're the greatest and it makes you feel good."

And you're giving the youngsters something in return — a different image of a policeman — not the super cop they see on TV, but the real thing.

It must work. According to Robbie, "Over the years I've met about 60 men I taught in elementary school who are now policemen. That's a fact. And while it must be 20 years since I taught them, they still remember me and what they learned."

Today, Staff-Sgt. Robson is the senior officer in charge of the OPP's safety programs, co-ordinating the efforts of 105 men in 17 districts across the province.

"My job," says Robbie, "is to see that the men are supplied with needed equipment to conduct a satisfactory program on behalf of the force. I make sure they receive the necessary materials and I provide guidelines for them."

Well, that may sound simple but it requires a great deal of organization.

It means travelling across Ontario at least once a year evaluating the different methods and approaches the safety officers are using.

According to Robbie, it's not easy for a young officer to stand in front of an audience made up of his supervisors, other safety officers, Robbie, members of other police forces, and occasionally staff from the educational field, then have to present his method of teaching safety.

Why? Because if he's trying for something different and original, he knows he may be criticized, perhaps taken down a few notches.

"We're pretty hard on them during the evaluation sessions — we cut them right down to their shoelaces," says Robbie. "It can be rough, but very rewarding."

"I try to stress originality" Robbie emphasizes. "We give them the guidelines to follow, but usually they come up with some pretty good ideas on their own. And with today's kids that's



One of the safety officers instructs a class of youngsters in the proper way to get on and off a school bus.



Staff Sgt. Robbie Robson, shown here with the OPP's Trevor the Traffic Bug, has been involved in safety for more than 25 years.

important. They're so sharp. They have that natural curiosity and it's beautiful. You know that old adage, any fool can talk to kids, that's crazy. I say any fool can talk to adults but you certainly can't snowball youngsters."

When Robbie started in the safety business 25 years ago, there wasn't the assistance, instruction, seminars they receive today.

Oh, sure there were programs in use, but mostly hit and miss — nowhere near today's scope and effectiveness.

In fact, Robbie says he thinks the OPP is one of the first police forces anywhere to turn traffic safety into the

sophisticated educational program it is today.

"Quite frankly though, we couldn't do it without the support and co-operation of the people in the Ministry of Transportation and Communication. They provide the needed supplies and material to do the job properly."

Robbie stresses that this whole program isn't just to teach traffic safety, but to develop a rapport between the youngsters and the police — a rapport which, hopefully, will last a lifetime.

Judging by the kids' enthusiasm — can't miss.

Learn the dangers of fatigue

"Man, am I beat!"

How many times have you said that and felt that way, but continued to drive?

I guess we've all done it — in a hurry to get somewhere, not really understanding what fatigue can do.

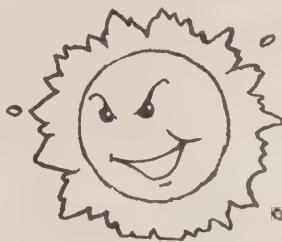
Well, it can kill you.

It's that simple.

Driving when you're tired can have the same affect as driving when

Or how about this?

"It is a biological reaction to prolonged or intense physical or mental activity which generally results in the weakening of the body processes."



Sunglare

Whew!

Any way you look at it — fatigue is trouble.

And it's not just being tired, it's also being angry or upset or bored or even sick.



Boredom

Put them all together and they spell "fatigue".

What's the answer?

Well, we all know you can't do anything properly if you don't feel well. And that includes driving.

If you're angry, you'll drive that way. And angry drivers cause accidents.

So, if you're sick — call a cab.

And if you're sleepy — go to bed. Remember fatigue is not just a word, it's a condition. If you feel yourself being overcome by it while driving, take this test.

Ask yourself if you remember what it was you passed in the last two kilometres of driving. If you can't recall the service station, farm house, exit sign, or slow moving vehicle — most likely you're well on the way to falling asleep behind the wheel of your vehicle.

If you drive half asleep, who knows where you may wake up.

If you wake up.

Here are a few tips to get you home safely.

What Can I Do to Fight Off Fatigue?

1. Be well rested when starting a trip.
2. Avoid heavy foods and alcoholic beverages.
3. Beware of prescribed or over-the-counter drugs and their effects on you, such as drowsiness, hallucinations, and dizziness.
4. Keep the vehicle well ventilated.
5. Keep your eyes moving; don't allow your eyes to become fixed on the road.
6. Wear good quality sunglasses when necessary.
7. Stop periodically for rest (at least every two hours) and to exercise.
8. Listening to the radio, listening to conversation, singing, chewing gum, etc. may ward off fatigue.
9. Maintain a good physical condition.
10. There will be times when you will be too tired to drive, and the choice is very simple: stop and sleep.



Emotional Stress

you've had too much to drink or when you've taken drugs (amphetamines, antihistamines, anesthetics, etc.)

Your defences are down. Fatigue can do this.

But what is this thing called fatigue?

According to Webster's Dictionary it's "weariness from labor or exertion; nervous exhaustion; and the temporary loss of power to respond."



Illness

Traffic Tribunal (Continued from page 1)

"If you can't adjust to an emergency, someone could get scored against and possibly maimed or crippled", Frank told his class. No one could decide which was worse — being crippled for life or dead.

Still it's not always easy to avoid someone else's mistakes. Approximately 93 per cent of all accidents on the road are caused by the driver. The remaining seven can be attributed to car failure, road and of course, weather conditions.

The purpose of the Tribunal is to make traffic offenders aware of their poor driving habits.

Since its start four years ago, 77,000 have attended classes.

Of this total, 12,000 have been guests who have just come to see what is being done at the centre.

Few are repeaters.

During his lecture, Frank never scolds or criticizes but doesn't let anyone off the hook. After all, a mistake is a mistake.

That's when he shows the Ministry of Transportation and Communications film the Human Collision.

It's a dramatization of what happens to the occupants of a vehicle in a crash.

These traffic offenders were lucky. They lost a few dollars and gained some demerit points. But they didn't have any damages to themselves or their vehicles.

They were lucky — this time.

Which way?

There's only one way to pass

There are all kinds of passes . . . including Annie Oakley's.

There's the one that could make you money — if you're shooting craps.

And making a pass at the opposite sex can get you into trouble.

Then there's a third kind of pass — one that could be fatal.

So in the interests of longevity, let's discuss that last one — after all, if you're not alive, you can't hope to participate in the other two.

When to pass?

Picture yourself driving along a rural, two-lane highway. You're following a car doing about 80 km/h. And you'd like to pass.

Finally, a long stretch opens up. There's a car about 500 metres down the road, coming your way. Should you pass?

Well, if the oncoming car is approaching at 50 km/h, you should make it.

If the oncoming car is moving at 70 km/h, it'll be close.

If the oncoming car is doing 100 km/h, you'd better forget it. It's too much like playing Russian roulette.

But here's the kicker: At a distance of 500 metres most drivers can't tell the difference between a car moving directly toward them at 50 km/h or 100 km/h.

And that's the difference between safety and death.

No matter how experienced, a driver simply cannot make an accurate estimate of the closing velocity of the vehicle approaching from a distance.

Why not?

Scientists say the eye and the brain simply cannot do the job.

As a car moves toward you, it appears to be getting bigger. Your eyes and brain measure the rate of expansion and estimate how fast the object is approaching. But at a distance, such as 500 metres, the image of an approaching vehicle doesn't expand very fast. So your brain has a hard time estimating the object's speed.

At a greater distance — 900 metres or more — the image doesn't seem to

Passing is something most drivers just do . . . as if it were second nature, without much thought and sometimes just to break the monotony of a long trip. Yet it's a complex manoeuvre which takes skill and preparation. So be prepared and think before you pass.

expand at all. The car appears to be standing still.

Of course the oncoming car may not be moving directly at you. There may be a slight curve or angle in the roadway that enables you to see some relative motion. That helps.

Experience counts

Understandably, the inexperienced driver will have more trouble passing than the driver with quite a few miles under his belt — because passing judgment relies so heavily on experience.

The two drivers will have trouble estimating the speed of an approaching car.

But the experienced driver has the edge because he can estimate more accurately how much distance he needs.

Experience has taught him that it takes a lot more room to pass at high speeds than at low speeds.

Hopefully it has also taught him to play it safe.

An inexperienced driver may hesitate, be timid and unsure. This is when trouble develops.

If a driver has any doubts at all — don't pass. It's that simple.

Experienced drivers usually know the limitations of their vehicles. They know a car takes longer to accelerate when loaded, and they don't over-estimate the advantage of a high-performance engine.

What to do?

But you can't fight with careless drivers. If they are determined to pass slow down and give them plenty of room in front of you. That's very important if you're following another vehicle.

If you're too close, the two of you will form a roadblock for the driver behind. Frustration may lead them to try a two-car pass. To avoid that, drop back permitting the driver to pass one vehicle at a time.

If vehicles back up behind you because you're going too slow, either speed up to match the traffic stream or move off the road occasionally, enabling faster traffic to get by.

Safely

What if the driver in front of you is the slow-moving vehicle and you're the one who wants to pass?

Allow for Error

Then you'll have to rely on judgment to tell you if you have enough distance. Remember that at higher speeds, you're more likely to miscalculate, so leave plenty of room for error. If in doubt, don't pass.

First check the road ahead to see if you have enough clear distance. Then check behind to make sure that another car isn't gaining and ready to pass you.

If the road is clear ahead and behind, move up to a safe following distance behind the car ahead. Turn on your left turn signal and move over into the left lane. Accelerate.

Alert the other driver

You should make sure the other driver knows you're passing. A light tap on the horn will alert him — or a flick of your lights.

After all, you don't want to be sideswiped suddenly.

When you've moved ahead of the other vehicle, flip on your right turn signal and move back into the right lane as soon as you can see all of the passed vehicle in your rear view mirror. Turn off your turn signal and resume normal speed.

Afterwards

Was it worth it?
If the vehicle you passed was moving long well below the speed limit, then you probably gained something.

But if you're faced with heavy traffic, all cars moving at about the same speed, it usually doesn't pay to weave in and out.

Besides, are you really in that much of a hurry? Is it that important?

And with the increasing number of cars on the road plus the myriad of rules and regulations, today's driver must constantly stay alert. So rather than take a foolish chance — let it pass.

What's an Annie Oakley?

It's another kind of pass — a freebie.

Photos: MTC Photographer Andy Christopher



Truckers vie for Rodeo Championship



This driver is putting his tractor-trailer through some intricate manoeuvres at the 32nd annual Ontario Truck Rodeo Championships.



From left to right are winners John Bentley, Molson's Breweries; Tom Williams, Overland Western Ltd.; and John Maguire, Gulf Oil Ltd.

The 32nd annual Ontario Truck Rodeo Championships was no place for a Sunday driver.

The event at Sherway Gardens, Queensway and Highway 27, had 92 contestants representing the elite of the driving fraternity — people who earn their daily bread driving for transport companies, department stores, supermarkets, oil companies, breweries, and soft drink manufacturers.

To qualify, contestants had to be accident-free for at least a year and possess driving skills which would make a Mario Andretti green with envy.

For the second year in a row the winner in the single-axle tractor-trailer division was Tom Williams, Overland-Western Ltd. He went on to become grand champion with 331¼ points, narrowly beating out Orvil Smith (331).

Williams has driven 19 accident free years, covering 1.5 million miles without even scratching a fender.

That kind of driving earned him the Ontario Trucking Association trophy and Motor Vehicle Safety Association trophy as grand champ — along with a cheque for \$400.

The winners of the straight-truck division were 1) John Maguire, Gulf Oil Ltd; 2) Allan Donaldson, Armbro Transport and 3) Roger Smith, Listowel Transport.

Winners in the single axle tractor division were 1) Tom Williams, Overland Western Ltd; 2) Orvil Smith, Gulf Oil Ltd; and 3) Terry Colgan, Dominion Stores.

And in the tandem-axle tractor division, top drivers were 1) John Bentley, Molson's Breweries; 2) Ken Sandberg, Imperial Oil Ltd., and Gary Jackson, Dominion Stores.

Halloween preparations are worthwhile



Halloween festivities can be fun. But more important, they can be danger-free for children if parents pre-plan the evening's events.

If you decide what they'll wear, who they'll go with, where they'll go and what they'll eat — you'll get your children through the evening with happy memories of this special childhood holiday.

Be sure their costumes are light or bright coloured.

Dark costumes may go unnoticed by motorists and excited children. Usually the smallest and most vulnerable can be counted on to forget pedestrian traffic rules and dart into the street.

No costume is complete without lots of reflective tape applied to the front, back and sides.

Taping the treat bag is also a good idea.

Don't let the young ones go door-to-door alone. They must have an adult to supervise activities.

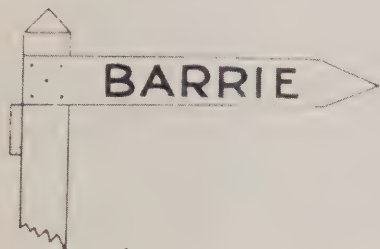
Map out a walking route and if possible restrict trick-or-treating time to daylight or early dusk.

Those tales of pins and razor blades stuck in edibles are all too true. So discard unwrapped or poorly wrapped items, and be wary of homemade goods unless you know exactly where they came from.

COUNTY
WELLAND
SPEED 35 MILES

NO
PARKING

SCHOOL
DRIVE SLOWLY



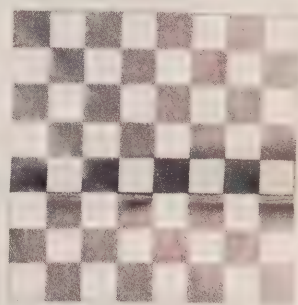
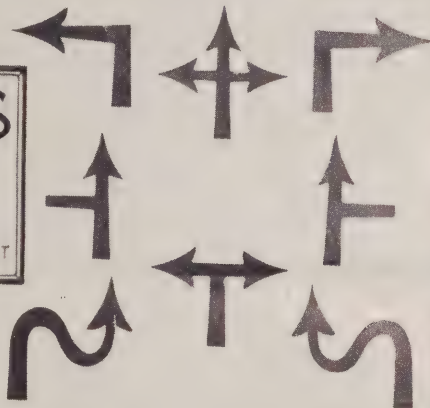
RAIL
CROSSING
WAY
300 FEET

LINDSAY 48M.
ORILLIA 63M.
←



THROUGH
STOP
HIGHWAY

DO NOT PASS
ON HILL
DEPT. OF PUBLIC HIGHWAYS, ONT.



DETOUR
→

ONTARIO PROVINCIAL HIGHWAYS
STANDARD SIGNS

Al Smith
CHIEF ENGINEER

R. H. Smith
CHIEF ENGINEER

GAS

DEPT. OF PUBLIC HIGHWAYS, ONT.

Provincial Highway Signs - 1930

It's not that Ontario's road signs have changed so much since this poster was printed 48 years ago, but there are so many more of them. The Ministry's latest road sign poster displays more than 75 signs and shows how they are broken into different categories, such as the Regulatory signs which are mostly red and black coloured; the warning signs, mostly yellow and orange; and the guide signs which are mostly green and brown. See page 8 for an even older set of road signs.



One of the earliest set of road signs was this one in Cooksville.

Coming Events

Nov. 6-17 — Defensive Driving Course, Ontario Safety League, Toronto, 416-362-1516

Nov. 21-23 — Defensive Driving Course, Canada Safety Council, Ottawa, 613-521-6881

Nov. 27-28 — Advanced Techniques in Fleet Safety Management, King Edward Hotel, Ontario Safety League, Toronto, 416-362-1516

Nov. 28-30 — Professional Driver Improvement Course, Canada Safety Council, Ottawa 613-521-6881

NEWS BRIEFS

GO SAFELY

NORTHERN ONTARIO: This spring, moose and other game animals discovered a new salt lick . . . the residue of last winter's road salting. So next time you look at the rusty fenders on your car, remember rock salt side-effects aren't all necessarily detrimental.

SASKATCHEWAN: The Highways and Transportation Department is experimenting with a fairly new mix — paving and conservation. Waste coal ash will be used as a paving sub-base instead of gravel in a 26 km highway project. Coal ash from a nearby power station is cheaper and easier to obtain than gravel in that area.

AUSTRALIA: The health department of the State of Victoria is running a course that has volunteers drink certain amounts of alcohol and videotapes them while they do a series of driving skill tests. Many of the participants can't believe they "drove" as badly when they view the tapes the next day. Participants are tested for steering reaction, peripheral vision and other factors; first while sober, then after their blood alcohol level is at .05, .08 and finally .1 per cent. Although many of those attending the course have had their licences suspended for impaired driving at least once, only four of the 350 who completed the course to date, have since been charged with the same offence.

WASHINGTON, D.C.: Birds singing in downtown Washington tell blind pedestrians it is safe to cross the street — at least in one demonstration area where an electronic bird call is synchronized with a green light at a pedestrian crossing. The D.C. Traffic Operations Department says the Japanese device is effective in attracting pedestrian attention without being a source of irritating noise. A feedback mechanism raises or lowers the volume automatically in response to traffic noise levels.

LONDON, ENGLAND: A London lady sued her driving instructor for negligence, claiming he should have prevented her from driving her husband's new car into a tree. "He could have done something," she said. "He could have put his leg over and stamped on the brake, or turned off the ignition." Apparently all he did was brace himself and shout: "Now you've bloody done it!" Both received minor injuries in the crash during her 19th driving lesson.

ONTARIO: What is claimed to be Ontario's first interlocking unistone-surfaced municipal road will be built this year in Amherstburg by a Windsor firm at a cost of \$391,000. Unistone surfacing is a cobblestone substitute deemed equal to cement in strength and durability with a life expectancy of at least 20 years.

ontario traffic safety

Published for those interested in promoting traffic safety. Contents may be reprinted without reference to the Ministry of Transportation and Communications except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, Ministry of Transportation and Communications, 1201 Wilson Ave., Downsview M3M 1J8:

Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.

Editor: Sharon Bagnato

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ontario traffic safety

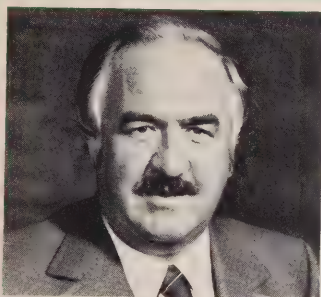


Ministry of
Transportation and
Communications

Ontario

Published in the interest of greater traffic
safety by the Ministry of Transportation
and Communications, Ontario

NOVEMBER/DECEMBER 1978



*Happiness is a feeling, a
state of mind and like mistletoe
and holly, synonymous with
Christmas.*

*Having your family near you
during the Holiday Season
evokes a very special happiness.*

*So, take extra care behind the
wheel of your car to ensure that
Christmas this year is a time of
joy and not tragedy.*

*Give yourself, your family and
friends the best Christmas pres-
ent yet — GO Safely this holiday
season.*

*On behalf of the Ministry of
Transportation and Communi-
cations, I would like to extend to
all the readers of Ontario Traffic
Safety my very best wishes for a
safe and happy Christmas
season.*

James Snow

James Snow
Minister of Transportation
and Communications



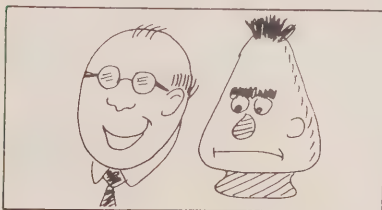
Constable Darryl Buckle, Hamilton-Wentworth Police, left and Harry Burke, special projects artist, Ministry of Transportation and Communications, illustrate basic cartoon strokes on a blackboard at the Ontario Traffic Cong

OTC Workshop shows value of cartooning as safety aid

Harry Burke and Darryl Buckle are hucksters — and the product they're selling is traffic safety.

The audience they're selling to are school kids.

Harry is a special projects artist with the Ministry of Transportation and Communications and Darryl is a constable with the Hamilton-Wentworth Police.



What do they have in common? They're cartoonists.

And they've devised a unique and sure-fire method of getting the safety message across to children — cartoons.

They are also firm believers in the old adage, "A picture is worth a thousand words."

At the Ontario Traffic Safety Workshop, Toronto's Howard ... Harry and Darryl demonstrated the effectiveness of cartoons to a group of safety officers from across the province at a workshop entitled: Drawing as an Aid to Safety Education.

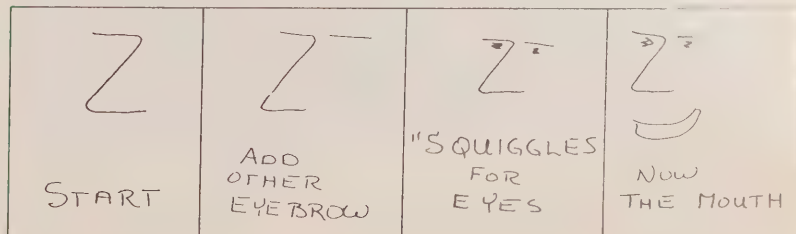
"We've got a product to sell. And that product is safety. And we have to use everything we've got to grab the attention of the kids," said Darryl.

He emphasized, "Don't use too much detail or you'll lose the kid. Simplify the key."

To drive this point home, he demonstrated the simple skills of cartooning as they spoke.

While Harry sketched basic strokes on the blackboard, he explained, "The

(Continued on page 6)



One for the road . . .

Some drivers get paid for driving while

By Rob Lockhart

Dennis Attwood pays people to get drunk.

Not only that, he pays them to get drunk, then drive.

And this is all done in the name of science.

But, far from being a mad scientist, Attwood is a dedicated human-factor engineer with the Road Safety Unit of Transport Canada. His purpose in this apparently strange behaviour is to develop a device which will detect impaired drivers on the road and help

reduce the toll of alcohol-related accidents.

Selected subjects are hired to come to Attwood's office at the Canadian Forces Base, Downsview, where they are carefully "dosed" with their choice of Bloody Marys or Screwdrivers until they are legally impaired — a .08 per cent blood alcohol level. They are then asked to perform typical driving tasks such as following another vehicle or passing in the face of on-coming traffic. This is performed in the relative safety of a long runway on the Downsview base and passing is only simulated.

With a drunk at the wheel, the tests are never without a certain amount of apprehension. So for safety's sake, the test car is equipped with dual controls.

No matter how hard they concentrate, or how much they practice, they just don't perform very well. If they concentrate on staying within their lane, they cannot maintain proper speed or distance from the car ahead. And, invariably, they under-estimate the distance they need to pass safely.

The scary part is that the subjects usually think they are doing very well.

All driving performances are recorded on video tape and measured by a bank of sophisticated instruments put together by Ray Williams, the instrumentation engineer.

Data is then fed into a microprocessor (a mini-computer) in the back seat of the test car where it is recorded on magnetic discs and analysed later in the lab. Analysis shows that alcohol produces a "signature" — a distinctive pattern of driving behaviour characteristic of drivers who are legally impaired.

Researchers have developed interlock devices that attempt to screen impaired drivers by having them perform a simple exercise on an instrument rather like a pocket calculator. Fail the test and you can't start the car. Such devices, however, could be tricked by having a foolish but sober passenger push the proper buttons.

Driving is not a simple task, Attwood points out. It requires an amazing variety of very precise motor co-ordination skills, sensory discriminations and difficult judgments.

Impaired drivers could "beat" simpler systems in the same way they usually manage to get home safely: by concentrating their attention on one part of the driving task.



Dr. Dennis Attwood (foreground) awaits the start of a test run with subject Gary Lee at the wheel. If Attwood looks a bit tense, it's because he knows Gary is drunk (.08% BAC).



Ray Williams, instrumentation engineer, discusses test procedures with Dennis Attwood (in car). The canoe contains test instruments which measure the lane-tracking ability of the driver. Why a canoe? Well, it's a good way to camouflage test equipment when the car is on the road.

Intoxicated

Usually, they make a great effort to maintain position in their lane because weaving is obvious and dangerous evidence of impairment. But the affect of alcohol on the brain reduces its ability to rapidly switch attention from one thing to another. So, if an impaired driver encounters no sudden surprises in our generally very forgiving road system, he'll probably make it home safely.

But, if anything sudden or unusually challenging is encountered, he will not be able to cope.

That's when he or she becomes another statistic.

Because Attwood's system measures many aspects of driving performance, and because it is physically impossible for an impaired driver to perform adequately in more than one or two, no amount of effort will enable the impaired driver to escape detection.

Attwood foresees the first miniaturized versions of the system would not be attached to every car, but perhaps be installed by court order on the cars of persistent offenders, problem drinkers who have demonstrated their irresponsibility behind the wheel.

As for his subjects, they are not allowed to leave for home until they have waited long enough for their bodies to completely metabolize the alcohol they have imbibed. Far from being the lark many of them expected, they spend quite a few boring hours just playing cards and hanging around until the effects of their 'dose' have completely worn off.

You see, Attwood has heard many people *claim* they drive better after a few drinks, but he has yet to encounter anyone who actually does.



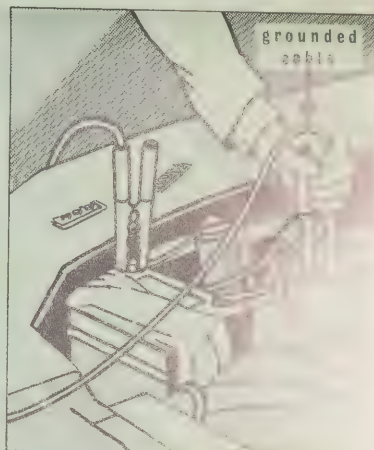
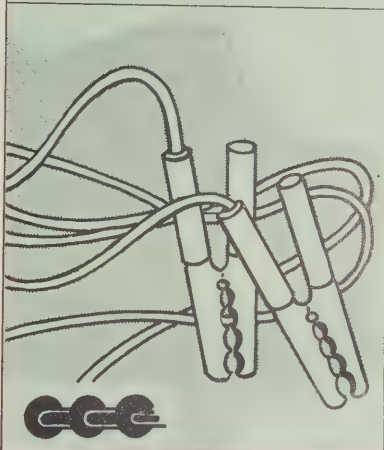
Analyst, Siobhan Keogh records data from video tape recordings of drunk drivers. The data is used to calibrate computer models of impaired driving behaviours.



JUMPER CABLES

WHEN YOUR BATTERY NEEDS THAT EXTRA BOOST, JUMPER CABLES MAY GET YOU OUT OF A JAM. BUT, IF DONE IMPROPERLY, A BOOST CAN DAMAGE YOUR CAR'S ELECTRICAL SYSTEM OR CAUSE PERSONAL INJURY

BEFORE USING JUMPER CABLES, BATTERY VENT CAPS SHOULD BE REMOVED AND THE VENT HOLES COVERED WITH A CLOTH ATTACH ONE OF THE CABLES TO THE POSITIVE (+) TERMINAL POST ON EACH BATTERY AND THE OTHER CABLE TO THE NEGATIVE (-) TERMINAL OF THE STRONG BATTERY



DON'T REVERSE POLARITY AND BE SURE THE POSITIVE CABLE IS GROUNDED. THE PROPER USE OF JUMPER CABLES CAN PREVENT A "HAIR-RAISING" EXPERIENCE.

It's that time of year again

Renewal stickers for passenger cars and trailers went on sale Dec. 1 at all 313 licence-issuing offices throughout Ontario.

Fees remain unchanged this year and validation stickers for passenger cars are red in colour; those for trailers, green.

Stickers for vehicles with 4 cylinders or less cost \$30; 6 cylinders cost \$45; and 8 cylinders will be \$60. Motorcycle registration fees remain \$20 and trailers at \$5.

For passenger cars with engine

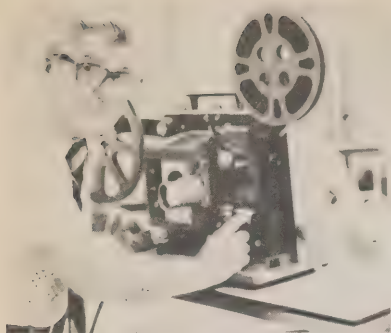
displacements over 6.5 litres (397 cubic inches) and registered for the first time will cost \$80 the same as the renewal fee for such cars registered, at that rate, since December 1, 1977.

All residents of northern Ontario excluding corporations, will pay a flat fee of \$10 for passenger vehicle and motorcycle registrations.

Deadline for purchasing the 1979 licence-renewal stickers is Feb. 28, 1979. And no further extensions are contemplated.

Handicapped driver

"It's the biggest thrill of

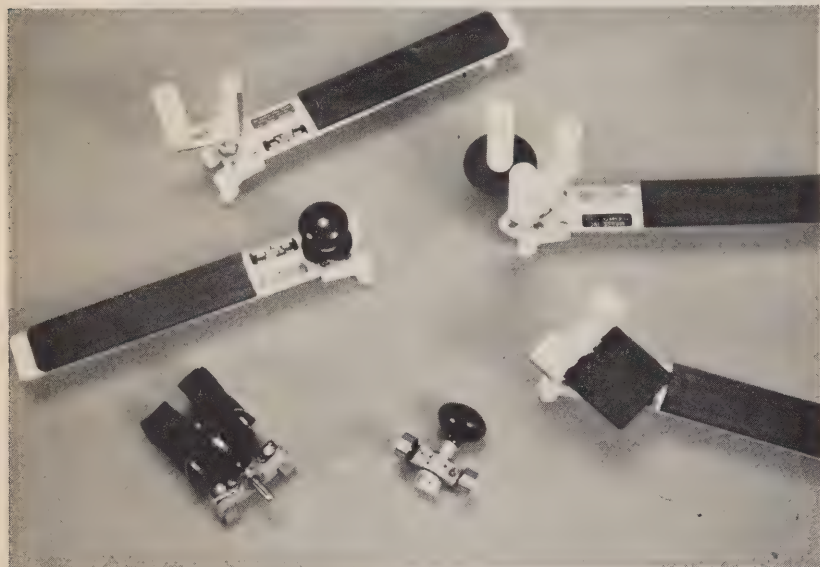


In-class instructor, Phillip Randell shows handicapped driver education students a film on hand controls.

Sixteen is the magic age for every teenager — who wants to learn how to drive.

And handicapped teenagers aren't any different if given the opportunity to learn safely.

Well, two-and-a-half years ago with the help of modern hand controls for cars, Marg Young provided that opportunity.



These are the various hand controls that fit onto steering wheels to accommodate innumerable handicaps.



In-car instructor, Deter Frensel installs hand controls in an automobile in a matter of seconds.

Marg, an occupational therapist at the Ontario Crippled Children's Centre in Toronto, conceived and co-ordinated a driver education course available at the Centre for its patients and high-school students.

It has opened up a whole new world for the handicapped.

For them, driving means freedom and independence; driving to and from a job or social functions or just going for a drive where they want, when they want — all without depending on someone else or paying a \$12 return fare for a wheel-chair bus.

And under today's prices, those living solely on disability pension can't afford to get out often.

However, Marg added: "Our program doesn't guarantee anything. What's important is that it gives them the opportunity to learn how to drive. We have accepted people with severe handicaps after explaining we're not sure we have the teaching skills or technology to meet their needs, but we're willing to try."

"For too many years, people have been telling the disabled they could never marry, never have children, never have a job and never drive. But they're proving us wrong over and over," she stressed.

Today's handicapped drivers can range from those who are paralyzed in both legs to those who don't have enough strength and/or poor reflexes in their arms and legs.

Modern hand controls have been designed to accommodate these various handicaps and can easily be installed in an average car.

But it's the availability of these controls that has helped make the Centre's program a success.

"For years these types of handicapped people designed their own hand controls for cars because they weren't readily available.

"But on the other hand, I believe too many of the handicapped assume they need hand controls to drive safely, when in some instances they don't. That's why each of our applicants has his or her physical capabilities assessed before the course begins," Young explained.

"For example, amputees don't need hand controls unless they have a lot of scarring.

"Even with an artificial leg, many still have enough sensation through the remaining limb to feel how much pressure they put on the gas and brake

ny life"

pedal. So they don't need any kind of hand controls.

"This is why an assessment by someone who knows physical problems is really important," Marg emphasized.

In keeping with this belief, she has designed the course as "a kind of marriage between driver education and rehabilitation." Working together is a doctor, therapist, engineer, two in-car and one in-class instructor.

Beginning with six of the ablest students, there's now a total of 90 handicapped who have taken the course. Of those, approximately 40 are licensed by MTC. Some are still in the process of getting their licence, others have given up.

There are three courses a year. Each has 10-12 in-class sessions on Thursday evenings and 25 in-car lessons compared to the average high-school program of six to 10.

"The handicapped need many more lessons and much more practice than the average person.

"Some however, decide to give up after 12 or 15 hours at the wheel. They've progressed to a certain stage and can't get any further," Young said.

But for many, just getting behind the wheel once and being in charge is exhilarating.

"A cerebral palsy student called me at home after his first practice out in the parking lot. He said, 'Marg, I know I shouldn't phone you at home, but I have to thank you for the biggest thrill of my life!'

"We've even had financial donations from people who are on disability pension and really cannot afford to give us money," she added.

Marg started driver education courses at the centre because she witnessed the attempts of a man with athetoid cerebral palsy who learned to drive by taking lessons at a driving school.

In his thirties and living on disability pension, he was considered too severely handicapped to work despite some university education.

"He wanted to learn how to drive so he and his wife could get out more often without the great expense of a wheelchair bus. So he took 100 driving lessons, at the regular charge, from a willing and patient driving instructor.

"I felt if we could combine therapy and driver instruction the Centre could introduce a new form of rehabilitation.

"Fortunately, at that time we were



Marg Young, the program's creator and occupational therapist takes the driving psychophysical test.

setting up other programs to encourage the teenage handicapped to become more independent.

"I discovered that because the Centre has a high school on the premises, the Ministry of Education would agree to fund the course, providing applicants were either patients or students," Young recounted.

Since the course's inception, Marg's job as therapist for the program has branched out to include assessing patients referred to her by doctors all over the Toronto area.

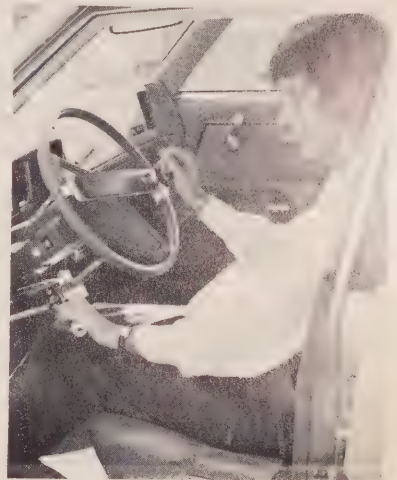
Many of these patients became handicapped as a result of an accident or illness such as a stroke. They visit Marg to find out if they're capable of getting back on the road and driving safely, with or without hand controls.

To date Marg has completed over 200 such assessments. Along with a vision test, she uses a driving psychophysical machine to check for braking and steering reaction time. This can be determined, using right or left foot gas pedals and hand controls on the machine to accommodate various handicaps.

And, depending on the person's handicap, various spinners are used, fitting snugly into the steering wheel with knob/s or a tight wrist band attached.

Yet, there are still some people who can't drive because of lack of judgment or poor vision.

In such circumstances the family doctor tells the patient he/she is unable to drive again. In less severe situations, it's suggested there be no night or rush



Marg switches to testing hand controls in the class car.

hour driving.

The Centre has purchased all its own hand controls and spinners and now hopes to buy a van. Currently, it has two cars on loan from the local GM dealer.

Some students are waiting till the van arrives because they cannot transfer themselves into a car. With the van, they'll be able to learn to drive from out of their wheelchair.

Meanwhile Marg is recommending a follow-up study on all graduates to learn what differences driving has made in their lifestyles.

Opportunity took a long time to knock on the door of the handicapped, but they too, can now share the magic age of 16 by learning how to drive safely.



The owner of this antique snowmobile is Don Smith, Executive Secretary, Association of Wisconsin Snowmobile Clubs — and he is sitting on a 1955 Eliason snowmobile. Don says, "Note the marvelous braking system. Just stick out your two feet, or better yet — throw out the anchor."

Going nowhere fast proven by German tests

Two interesting experiments with speed took place in West Germany recently.

A couple of automotive accessory manufacturers took two identical cars, fitted them with instruments that measured every detail of the trip, and sent them out on 1000 mile journeys.

One driver was told to make the best time he could, the second was told to avoid risk and move as the traffic flow permitted.

The speed-demon finished 31 minutes ahead of the slower driver after nearly 1,000 miles. He drove for 20 hours and 12 minutes, braked 1,339 times, passed 2,004 cars and was passed by only 13.

The slower driver braked 652 times, passed 645 times and was passed 142 times in 20 hours, 43 minutes.

The speed demon saved 31 minutes! Out of 20 hours!

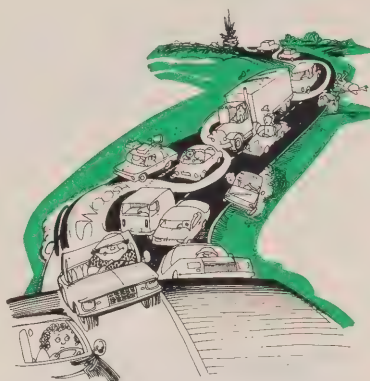
He had three times the brake and tire wear!

He passed three times as many cars!

Plus three times the accident exposure!

And three times the wear and tear on the driver.

Unconvinced, West Germany's biggest motor club tried it out on their own



Here's a perfect example of a driver going nowhere fast, but in the end will he really be any further ahead?

over an 800 mile run. The fast car took 16 hours and 52 minutes; the slow one took 21 minutes longer.

The fast driver used 10 more gallons of gas than the slow one!

For the few minutes the fast driver gained — the risk to his life, the cost, and the wear and tear on his nerves proved that it's just not worth it.

So when starting out on a long journey or any trip for that matter, even around the block — it's not how long it takes you to get there that matters. It's getting there safely.

And going the safe way is always the right way.

If the German tests are not proof enough, there's always the story of the Tortoise and the Hare.

MTC winter road reporting started

The Ministry of Transportation and Communications Winter Road Reporting Service went into operation on November 6.

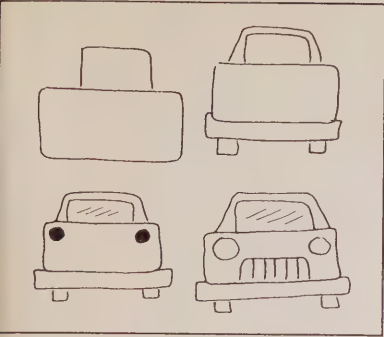
The Road Information Centre at Toronto and the Ministry's 18 district offices throughout the province have up-to-date information on the condition of all provincial and secondary highways 24 hours a day, seven days a week during the winter months.

Information on winter road conditions may be obtained around the clock from the following MTC offices in Ontario.

TORONTO — 248-3561

Chatham	354-7504
London	681-2047
Stratford	271-3550
Hamilton	639-2427
Owen Sound	376-7350
Port Hope	885-6381
Kingston	544-2220
Ottawa	745-7049
Bancroft	332-3220
Huntsville	789-2391
North Bay	474-0044
New Liskeard	647-6761
Cochrane	272-4333
Sudbury	522-9380
Sault Ste. Marie	256-5682
Thunder Bay	577-6451
Kenora	468-6494

(continued from page 1)



strength of the line and a positive direction is very important."

According to Darryl, you don't have to be a Rembrandt or a Van Gogh. "Kids don't want details. They're quick to pick up ideas as well as basic lines, so don't worry about the details, just leave it simple. Only suggestions. Their minds will do the rest," he said.

Their method was a success — the officers attending the workshop were delighted with the results.

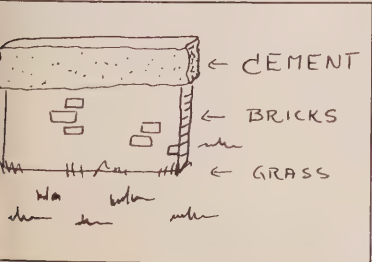
At the close of the session, books of Cartooning Tips were handed out to be used as guidelines by safety officers.



In addition, Harry provided templates of Trevor the Traffic Bug and Sam the Safety Duck. Both characters have won acceptance and recognition from school children throughout Ontario.

The cartooning workshop was just another example of the co-operation and goodwill between the Ministry and the many police forces in Ontario.

Some of the other workshops included "Safety on a Bus", presented by the TTC; "the Safety Village", by Corporal Ramm, OPP; and "Skateboards", presented by Metro Toronto Police Constable Rick Bodnar.



CANADA: If all the public streets and roads in Canada were placed end to end, travellers could take the equivalent of a round trip to the moon and two-and-a-half spins around the world.

The length of public roads at the end of 1975 was 541,649 miles or 871,700 kilometres, Statistics Canada reported. The paved mileage was 149,362 miles or 240,375 kilometres.

FRANCE: The French National Assembly recently voted to allow random alcohol tests for drivers and automatic licence disqualification for first offenders in serious cases and second offenders in other cases.

Last year French authorities suspended an average of 488 licences per day for periods ranging from a few days to two years. Nevertheless, the French National Road Safety Association estimates that during peak hours some 200,000 drivers are on French roads with too much alcohol in their systems.

NETHERLANDS: An innovative way of beating parking and congestion problems is being tested in the Netherlands. A small fleet of electric cars, known as "Witkars" (White Cars) has been made available in Amsterdam for a small fee to anyone with a driver's licence. They can be picked up at one outlet and dropped off at another when no longer needed. Billing is computerized. At present, there are only six outlets and 25 cars. If successful, expansion could be the next step.

CANADA: The RIDE (Reduce Impaired Driving in Etobicoke) program recently unveiled its newest piece of equipment, the Ridemobile van used by police while patrolling borough streets. Dr. Evelyn Vingilis, research evaluator of the RIDE program, said in the January to September period of 1977 there were 515 drink-related accidents in Etobicoke. In the same period this year (after the program started), there were only 408.

POLAND: Drunken pedestrians are more lethal than drunken drivers. An official report states that of the 8,792 road accidents caused by persons under the influence of alcohol last year, intoxicated pedestrians were at fault in most cases. Such accidents resulted in 1,762 fatalities and 9,279 injuries.

GERMANY: Cars with a driving life of 200,000 miles or 20 years, can be built in large-scale production at a cost of 20 to 30 per cent above that of current medium-sized cars, according to a study conducted by the West German Research Ministry. Production costs of standard German-made cars with an average life span of 10 years were studied. Experts concluded that design improvements could save the auto industry 55 per cent in raw-material and five per cent in energy costs. Such cars would also have good export potential in use in developing countries where roads are poor.

CANADA: Ten years ago, streetcars were a fast-fading memory of the past in Ontario's major city. Now, with the energy crunch and pollution, this cheap, clean and efficient form of urban transit is making a comeback. Toronto has ordered 200 sleek new cars to supplement its current fleet. Developed by the Urban Transportation Development Corporation and dubbed CLRVs (Canadian Light Rail Vehicles), they will go into operation in 1979. Besides being safer and more comfortable than older streetcars, they are also 300 per cent more energy-efficient.

CANADA: A useful booklet on motorcycle helmets has recently been produced by Transport Canada's road safety branch. Entitled "Motorcycle Helmets — Who Needs Them?", it convinces skeptics that helmets are needed. Free copies are available from the Canada Safety Council in Ottawa.

1979



is the Year of the Child

which means it's a time for encouragement and involvement in children. It's time to get parents, teachers, kids, grand parents (all of us) to do something — perhaps plan a project for our own communities, schools and families.

Whatever it is —
get involved

Letter to Editor

Dear Editor:

On behalf of the Brockville Safety Council members, I would like to extend our thanks to your Organization for supplying your monthly publication on "Ontario Traffic Safety".

Organizations are made more aware of safety situations as a result of receiving this publication, and this is a great help to area Safety Councils.

Rolly Evans
President
Brockville Safety Council

Ready for Winter?

First, on your pre-winter agenda is a tune-up. This should also increase the fuel economy of your car by as much as 15 per cent.

Also, be sure to have these items checked: anti-freeze solution, water hoses, exhaust system, battery charge and capacity. And don't forget to have the battery terminals cleaned and greased.

Have your snow tires mounted and balanced. Change to winter oil for the colder months.



Before starting out on a trip this winter, be prepared for the worst that winter may have to offer. Your trunk should contain a bucket of sand or rock-salt, a shovel, battery booster cables, tire chains, traction mats, a tow chain or strap, safety flares or reflectors and auxiliary lighting equipment.

Why worry?

According to an item in *Americo World*, a publication of U-Haul International, we may not have to worry as much about personal injury and fatal collisions in a couple of years.

In 1940, each car on the road contained an average of 3.2 persons.

In 1950, it was 1.4.

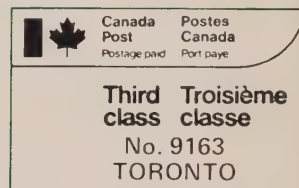
At this rate, every third car on the road will be empty by 1980.

ontario traffic safety

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Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.

Editor: Sharon Bagnato



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Ministry of
Transportation and
Communications

SAFETY

ontario traffic safety

Published in the interest of greater traffic safety by the Ministry of Transportation and Communications, Ontario



Bus driver Ray Healey has 32 years behind the wheel

In Ontario there are more than 2,000 vans, station wagons and buses transporting almost 600,000 students to and from school on a daily basis.

And in Smiths Falls, getting the kids there safely is Ray Healey's job and he enjoys it.

Ray is owner of Healey Transportation Co. Ltd. — but still climbs behind the wheel of one of his buses every day, something he's done since 1946.

"We're performing a service, the same as everyone else who works for a living," says Ray. "So, you've got to do your job to the best of your ability and, for me, that's the safe way."

"In school, the principal is boss and the children know it and act accordingly. On the bus, I sometimes have to remind the kids I'm sitting in for the principal."

Ray insists the most difficult task for any school bus driver is maintaining order on the bus.

"Besides watching the road, the driver must have eyes in the back of his head, too," he said.

Ray has seen a lot of changes in school bus regulations over the years.

He was only 16 when he received his

licence in 1946 and is proud of the fact it was only the 8th such licence granted in Ontario.

He didn't even have to take a test because there weren't any regulations then. With a chuckle, he added, "Heck, the roads weren't even plowed."

Today, for the safety of everyone concerned, and that means bus drivers, children and motorists — MTC has one of the most comprehensive and successful school bus safety programs anywhere in North America.

Prior to 1971, there were no regulations on school bus interiors. At that time, the Canadian Standards Association and then Federal Department of Transport established standards which were revised in 1975.

According to Ray, "The new regulations are a good thing and the buses are safer now than they ever were."

Healey Transportation, Ray's company, provides bus service to four school boards and handles 35 schools.

The company has 27 buses and does 30 runs a day including field trips.

(continued on page 3)

Amendments to The Highway Traffic Act

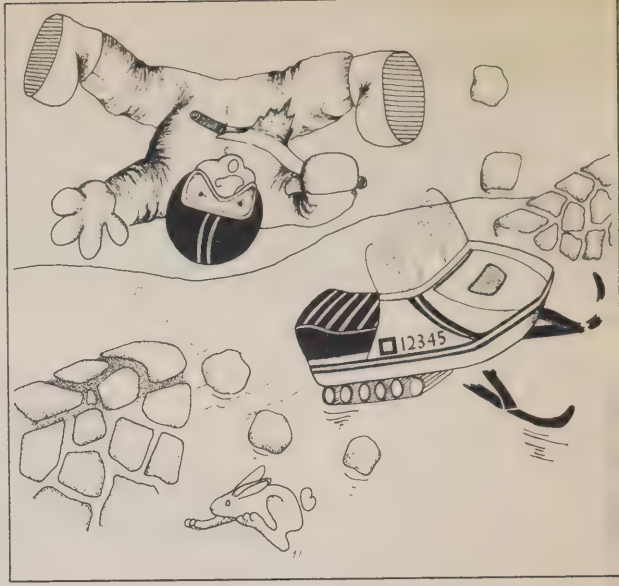
New amendments to The Highway Traffic Act were included in Bill 150 which received third and final reading in the Legislature recently.

Some of the new amendments are:

- drivers convicted of a third, or more, drinking and driving charge will lose their licences for a minimum of three years
- driving a motor vehicle in contravention of the conditions contained in the licence is now an offence, such as, a motorist driving without glasses when his licence requires that he do so.
- a left-hand turn on a red light is now allowed — after coming to a stop — from a one-way street to another one-way street.
- police now have the authority to close a highway by posting signs or erecting traffic barriers and will have the power to enlist the assistance of highway maintenance personnel to carry out the necessary work.
- aircraft which have made an emergency landing on a highway will be allowed to take off again from the highway under tightly-controlled conditions, such as suitable weather, lack of obstructions on the highway and proper police control of traffic.
- at a pedestrian crossover it's illegal for the driver of the vehicle approaching from the rear to move beyond the front of the vehicle being overtaken.



Tip: Take a Snowmobile Course. They're offered throughout the province by the Ontario Federation of Snowmobile Clubs, R.R.#1, Jordan Station, Ontario.



Tip: A frozen throttle means loss of control — and this can lead to accidents which endanger the snowmobiler and any spectators as well.

Snowmobiling tops for winter fun

Quickly now, without thinking, to what popular winter sport do the following words belong: "trail-grooming"; "family sled"; "deep powder"?

If you answered "snowmobiling" you get full points. If you also know what the words mean, * chances are you're a bona fide snowmobile enthusiast.

And here in Ontario that means you're in good company.

Last year there were 204,781 snowmobiles registered in Ontario. And every year more and more Ontarians discover the joys of winter weekends spent driving over snow on a sleek, motorized snow machine.

Tragically, however, it's not only the number of snowmobilers that is growing. For during the 1977/78 season, there were over 800 snowmobile-related accidents in the province — a 12.6 per cent increase over the previous season.

Even more tragically, most of those accidents could have been prevented if the operator or operators involved had remembered to follow basic safety precautions.

So whether you're a novice snowmobiler or an experienced veteran, during what remains of this winter add the word "safety" to your snowmobiling vocabulary. Make sure you know the following rules and make a point of practising them!

1. Before every trip *always* check your machine to ensure it's in good

working order.

Make sure the throttle is free from grit or frost that can slow its responsiveness.

Check the steering mechanism for alignment as well as tightness.

Check the condition and tension of the motor drive belt and change it if necessary.

Make sure the brakes, brake light and headlamp are all operating properly.

Check the electrical system to ensure there's no burned or loose wiring.

2. Always make sure there's a clear path for the snowmobile to move forward *before* you start the engine. You can never tell when a slip of the throttle will set your machine in motion before you really intend to move.

3. Never snowmobile alone. Use the "buddy" system to be sure you have assistance in case of an accident.

4. Make it a habit to always carry along the following tools and supplies:

Basic first aid kit.

Tool kit containing a spare drive belt; two spare spark plugs; an extra ignition key; and the tools necessary to change a spark plug, adjust the suspension tension or make minor electrical repairs.

If it's a relatively long trip, also include a compass, trail maps, flashlight, hunting knife, hatchet, fuel reserves, matches in a waterproof box, and emergency food supplies.

5. Review safe driving procedures:

Remember to always keep your feet on the footrests of your snowmobile;

Watch out for hidden logs, snow-covered rocks and fence-posts;

If possible avoid ski slopes, precarious drifts, thin ice, steep sidehills, avalanche areas and fields posted as "private property" — unless you have permission.

6. Dress properly. Wear multiple layers of clothing to trap air inside. Good insulation clothing specifically designed for snowmobiling is generally a wise investment. Always wear a safety helmet and avoid long scarves and loose belts that may be snagged by tree limbs or get caught in moving parts of the machine. Protect your face and eyes with a shield on your helmet or with goggles.

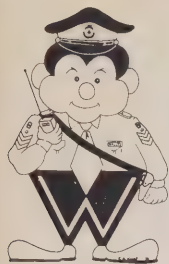
7. Remember, if you do get trapped in deep snow never pull your snowmobile from the front without first turning off the motor. Free the skis by lifting the front end out of the snow, then lift the rear of the machine onto undisturbed snow. Start the motor. Stand alongside and push on the handlebars while working on the throttle gently.

* "Trail-grooming": providing smooth trail for snowmobilers.

"Family sled": a snowmobile suitable for all members of the family.

"Deep powder": a deep layer of loose, freshly-fallen snow.

Kids — "Watch Out" for Wally



Diminutive, rotund Wally Watchout is Mr. Safety to thousands of children in the Waterloo regional area—and he's only three inches high.

Wally is a cartoon character created by the staff of the Public Services and Information Branch of the Waterloo Regional Police to promote safety among area school children.

According to inspector Marlyn Hallman, "The character Wally Watchout was named after senior staff-sergeant Walton Scheifele at a dedication ceremony on the eve of his retirement from the force in 1978. Former Chief of Police Syd Brown was the driving force behind this dedication which officially launched Wally Watchout that evening. We decided to use the name Watchout because it is probably the most common word used when referring to dangerous conditions."

Wally, drawn by artist Ron Kropf of J.R. Graphics and Design of Wellesley, Ont., is dressed in the force's official uniform — summer and winter versions. Even the stripes on his pants were designed to represent the Waterloo Regional Police.

Inspector Hallman explained: "We needed an individual the children could

identify with, so we made him a policeman. Then the children would learn at an early age, a policeman is a friend. This way we could start the ongoing rapport between child and police."

Every month Wally Watchout appears on a poster bringing safety messages to the schools. For example, in December, Wally's message concerned the hazards of tobogganning. The January poster outlined the dangers of playing in snowbanks beside a road.

Posters are sent directly to all the elementary schools in the area and are designed to enable teachers to build their continuing safety programs around them.



Wally Watchout

Have a safe and happy winter,

watchout for dangerous

conditions like unsafe ice on

ponds, rivers and roadside ditches.



Wally Watchout was named after Senior Staff Sergeant Walton Scheifele.

A sticker was also designed as a hand-out so children can apply them to appliances and tools they should "watch out" for — such as lawn mower blades, snow blower spouts or chain saws.

And now these safety messages have taken to the airwaves.

Bob Bratina of CKKW radio station in Kitchener has a morning show for children. He asks the boys and girls what to "watch out" for. And if they can answer the questions correctly they win a dollar or an album.

The response from children in the community to the "on-air" demo of Wally Watchout has been encouraging.

Inspector Hallman said: "It'll take time, but we can wait. If Wally can make children stop and watch out when they're playing, then he'll be worth all the effort this branch has put into the program."

RAY HEALEY (continued)

In all his years in the business, Ray says they've never lost a child "but once we couldn't find one."

He went on to explain, "When the driver got to the school, he couldn't find the child. So a search was started and he was finally located. He was on the bus all the time but had fallen asleep. And because he was such a little fellow, his head and feet didn't show as he laid sideways on the seat. Since then, we always check the bus after everyone gets off."

Ray has his own philosophy about the service he provides.

"Sure, you have to pick up the kid and bring him to school, but it goes beyond that. He has to get there safely. And when it comes to the little children, we're the first link they have with school. We see them before the teacher. And if they enjoy themselves and it's a friendly experience, it makes going to school a little easier and I hope we're doing just that."

Quebec Insurance Changes

Ontario motorists involved in a motor vehicle accident in Quebec can now claim full compensation for bodily injury or death from their Ontario insurance company under a new agreement worked out between the two provincial governments.

In return, the Quebec Automobile Insurance Board — the agency administering Quebec's no-fault insurance plan — waives all rights to take action against any Ontario insured motorist at fault in an accident in Quebec.

Before the agreement came into effect Jan. 1, 1979, Ontario residents involved in traffic mishaps could only claim compensation up to the limit set by the Quebec government.

In Quebec, the bodily-injury

insurance portion of coverage is operated by the government on a no-fault basis. This means the plan benefits are available to persons injured in any automobile accident regardless of fault — except non-residents who are entitled to compensation only if they are not blamed for a motor vehicle accident.

If blamed, they can only claim according to the degree of fault as determined by the Quebec insurance board.

The maximum payable for bodily injury under the Quebec plan is the after-tax portion of 90 per cent of a gross annual income of \$18,000. A maximum of \$20,000 is also available for disfigurement, plus \$1,000 for funeral expenses.

School for skid control

Is an accident really 'an accident'?

"I had to hit him. I had no choice. There was nowhere to go, besides the road was icy. And I couldn't see and couldn't stop. I had to hit him."

Could this collision have been avoided?

There's no guarantee every accident can be averted. But driving instructor Harold Smith has developed a way to reduce the risk of coming face-to-face with a collision — a way to drive defensively and avoid potential hazards.

The Smith System, as it's called, is based on two simple ideas: space and visibility.

Smith believes every motorist can and should try to drive with empty space all around him, at all times, in preparation for emergency situations. Yes, even during rush hour.

He also believes every driver should consciously watch the other cars and people around him while at the same time help them to notice him.

These principles are incorporated in Smith's five steps to defensive driving. It is this system that is used by the BP Skid Control School in Oakville to teach driver-students how they can improve their driving habits.

Craig Fisher, an instructor, explains Smith's first step: "aim high in steering".

"Drivers should steer by aiming 12-15 seconds ahead when driving in a straight line. Then they know where the road is leading and have a better idea of upcoming potential hazards."

Even when negotiating a turn, he suggests they look as far into the corner as they can, instead of where they are. Those who steer by looking directly over the hood of their cars are unaware of what's happening up the road 100 feet.

In short, those who aim low to steer are more preoccupied with where the car is aiming instead of aiming the car.

For instance, Fisher said most new drivers aim low because they're worried about hitting people or objects with the car. They deliberately concentrate on the car's movements instead of the traffic.

For drivers who already practise this habit, Smith's second step, "get the big picture" is easier to follow.

The "big picture" has four dimensions: right, left, front and back. Each of these depends on the driver's use of his cone and peripheral vision.

Fisher explains: "Cone vision is used to focus on street and exit signs while peripheral vision notices movement such as a car preparing to exit from a parking spot."

Smith has designed a frame for his four-dimensional picture. In city

PART I

There are over 4,500,000 licensed drivers in Ontario. Just how many of these are defensive drivers no one knows.

But there are 600-700 drivers who annually graduate from BP's Skid Control School in Oakville, Ont. The school teaches driving instructor Harold L. Smith's system of defensive driving and applies it to skidding exercises on a 300-foot track adjacent to the school house.

This is the first of a two-part story on the BP Skid Control School and its program.

traffic, it should include the area from curb-to-curb, in residential areas from porch-to-porch and both directions on a highway between such physical barriers as chain-link fences or snow banks.

The front of the picture is framed by his recommended aim of 12-15 seconds; the back is gauged by half this distance. Of course, this is checked through the rear view mirror.

Yet none of this can be done if drivers don't "keep their eyes moving" which is Smith's third step.

"If drivers' eyes are always moving, there isn't much happening on the road that will escape their attention. Thus, as quickly as an emergency situation appears, they are prepared to act," Fisher said.

And being prepared keeps drivers relaxed and alert. But more importantly, it avoids the serious danger of staring which Smith defines as looking at any one thing longer than two seconds.

Fisher explains: "Drivers are staring when they see what's going on around them but don't relate to it. They become aware of their surroundings only if they are directly confronted with an obstacle. If you asked them what route they took home they probably wouldn't be able to remember."

Since Smith suggests drivers glance in their rear view mirror every five seconds Fisher figures this is enough time to look in three different forward directions for every glance to the rear.

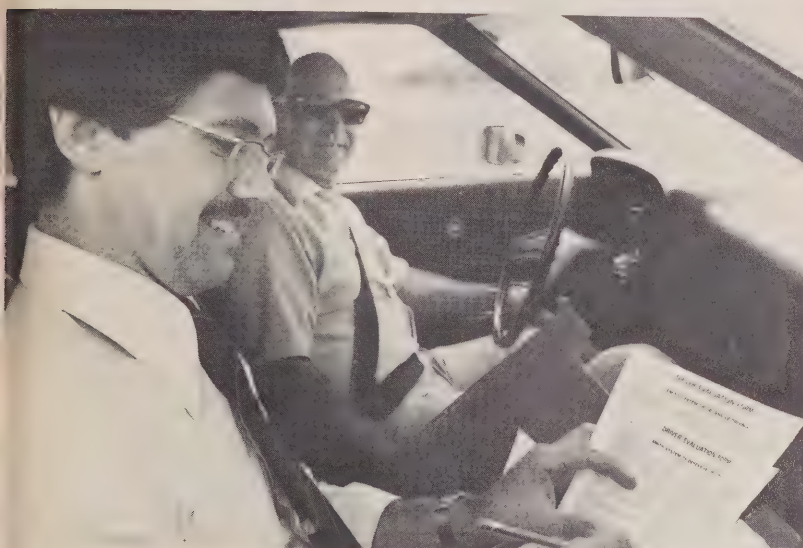
But just because drivers are keeping their keen eyes on traffic doesn't necessarily mean if an unpredicted problem arises they'll be able to avoid an accident. That's why Smith stresses his fourth step: "leave yourself an out" by keeping a "space cushion" around you at all times.



OTS reporter Lucy La Grassa completed the BP Skid course with driving evaluations of 85, "almost an expert" and 67, "top range of average drivers".



Smith's defensive driving system advises drivers to keep their eyes moving so they'll be prepared to act in an emergency situation.



BP Skid School instructor Craig Fisher evaluates a student's driving ability.

"If drivers can 'engineer' their car a minimum distance of three seconds behind the car in front of them and have no cars on either side they drive in Smith's space cushion," Fisher said.

Three seconds can be measured by timing an object on the side of the road, counting three seconds from the time the car ahead passes it 'till it's reached.

Fisher insists this rule can be followed even in Toronto's downtown rush hour. "On a bad day, we might have eight cars cut in front of us while on a good day only three. Each time I back off the gas right away. And if that distance, I begin braking gently.

"This may sound like I'm losing a lot of time but what actually happens is I've slowed down about 2/10th's of a second for each car that has cut in front of me. So, if 10 cars cut in, I'm only losing two minutes on my trip."

It isn't always possible to maintain a

space cushion with fellow drivers who may be unaware of your presence on the road. So Smith wants you to follow his fifth step: **"make sure they see you"**.

Here Smith specifies the use of low beams, horn and signal lights. He teaches that low beams should always be kept on for highway driving, but adds they're an unnecessary distraction if used for city driving.

Smith also promotes tapping the horn when driving in a curb lane to warn those leaving adjacent parking spots or pedestrians walking out onto the street that you may present a hazard. And, he says, signal lights are another way to warn drivers of your intentions. Some may disagree with your decision, speed up and prevent your move.

Smith believes if you follow these five steps you'll be driving more defensively.

"I thought I had been driving defensively for years. I didn't hit people and other people didn't hit me. Yet I didn't have a system," Fisher recalled.

Well it took him one day to learn the techniques involved in all five of Smith's steps. But it has taken him two years to become comfortable with the system. Now he says: "I drive more defensively and I'm aware of what's going on around me on the road."

He explains and demonstrates Smith's techniques to every driver who takes the BP course. There are three persons per class and the course begins with an oral explanation of the system while each student takes a turn driving the school car in downtown Toronto and a segment of the QEW or Don Valley Expressway.

Fisher tells his students the exercise is not a driving test — to relax and drive as they would normally.

After the exercise is completed, Fisher gives each student their score sheet showing two different evaluations. One reflects the use of good driving habits as described by Smith, the other reveals which of the habits are used inconsistently.

A group discussion of poor driving practices ensues. These include cutting left before making a right-hand turn, poor turns, jerky or sudden stops, inappropriate use of lights, poor changes, spacing and shoulder checks.

After the discussion, Fisher demonstrates Smith's defensive driving method on the trip back to the school.

The students' reactions vary from a helpful new insight into driving and their personal ability to accusations that Smith is promoting aggressive driving techniques.

But one thing's for sure, it's difficult to remember every item on Smith's checklist when driving. Fisher realizes the system suggests one drive like a computer but believes it's an asset.

He explains the system in just this way when teaching the course to ambulance drivers. "I tell them that by taking in the information around them and figuring out what their best move is, they'll end up saving time without having to do 70 miles an hour. Even if they're the only ones on the road using the Smith System."

Building these computer-like techniques is a personal commitment. For most of us, taking time to notice our present driving habits is a revelation.

But whatever your method, take a few minutes to look back on your own accidents or those of your friends and ask yourself: could they have been avoided?

Tires get tired too...

Know all the facts about tires

Nowadays too many people buy new shoes at the first sign of wear. Yet these very same people drive on tires as bare as Mother Hubbard's cupboard.

Why?

Well, it's probably indifference or lack of knowledge as to the importance of good tires and their effect on your car's handling performance.

Unfortunately, there are too many people who judge the durability of a tire on its reaction to a good swift kick.

To be fair, the consumer is faced with a great deal of promotion, exhorting the virtues of particular tires. And it gets confusing.

So let's try to simplify it.

First, there are three basic types of tire construction — bias, bias belted and radial.

Bias are the oldest and most familiar type of tire and consist of layers of

fabric or plies set at an angle under the rubber tread and crosswise to each other. A 2-ply tire has two such layers, a 4-ply has four.

Belted-bias are stronger and offer more protection because they have a belt of extra fabric under the tread. The fabric could be rayon, glass fibre or even steel wire, depending on the manufacturer's design.

A radial has plies which run at right angles to the tread as shown in the illustration. The belts also run around the circumference of the tire as they do in the belted-bias tire.

Radials have gained in popularity over the past few years. Designed to provide improved handling, they offer better steering, acceleration and braking response. They also provide better gas mileage because of less "rolling resistance" at highway speeds. And improved performance in adverse driving conditions such as rain or snow.

But you still have to know size, load range and inflation. And the best way to find that is to read your sidewall because it's all there, like a circular signboard.

Also consult your owner's manual. See what replacement tires are suggested, then make up your own mind, remembering the major difference between these three types of tires is price.

The Canada Safety Council and the Rubber Manufacturers Association recommend tires of similar construction be used on all four wheels.

Because of their flexible sidewalls and greater flexible deflection, radials do not mix well with conventional tires. Mixing the two can result in disagreeable, even dangerous handling characteristics.

And the same thing applies to snow tires — whether your car is equipped with bias, belted or radials, be sure to match them with similarly constructed snow tires.

Although it's not illegal to drive a car with the tires mixed, should you decide to sell your car, you cannot obtain a Safety Standards Certificate because Ontario Regulation 477/74 of The Highway Traffic Act states:

All tires installed on axles shall be inspected for depth of tread, tread defects, sidewall defects, proper size application, regrooving, and mixed construction types, and

(h) except for a vehicle fitted with dual rear tires *no mixture of construction types consisting of radial ply on the front and bias ply or belted-bias on the rear shall be fitted.*

If you buy only two tires, it's a good idea to mount them on the rear of the car.

Experts warn that bringing a car under control after a rear tire is punctured can be more difficult than if the blowout occurred in a front tire. Thus the best tread should be on rear tires which provide better control when stopping on a wet surface.

A motorist has direct control over the front wheels via the steering wheel (usually aided by power steering), but has only remote control over the rear wheels.

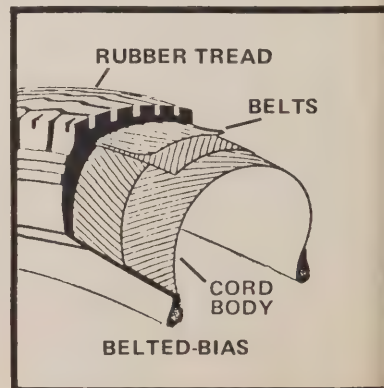
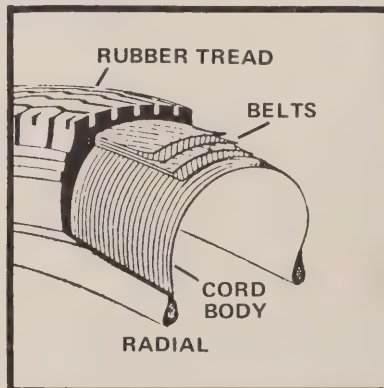
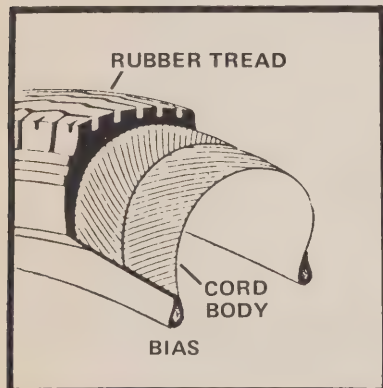
So, look after your tires. Check them often; have them balanced and aligned at least once a year; and check the tire pressure every month.

And if they need replacing don't put it off — it's too important.

Tires weren't made to last forever. They're like people — they get tired too.



*Kicking a tire is **not** the way to find out what kind of shape it's in.*

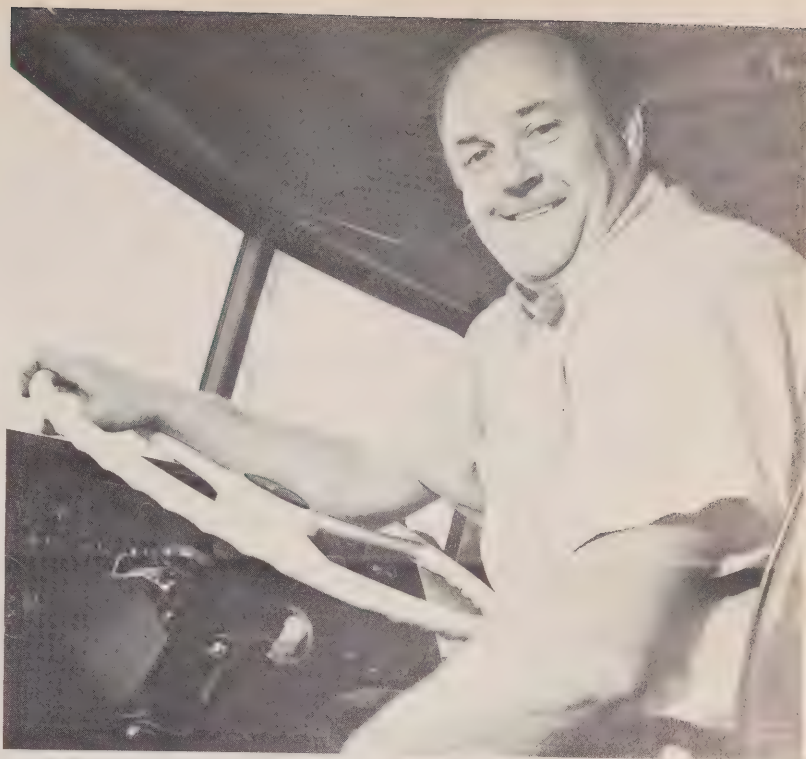


1978 National Truck Hero

Paul Kaiser was named national truck hero of the year, becoming the 23rd truck driver to receive the award, endorsed by the Canada Safety Council and sponsored by Dayton Tire Canada.

The 35-year-old Burlington resident, who drives a truck for Nelson Steel of Stoney Creek, suffered a concussion, beating and a bite on the arm while helping a police officer in trouble, on Hamilton's Beach Strip on July 7, 1977.

The hero received a cash award of \$1,000 and an all-expense paid weekend for two in Toronto, a personal trophy from Dayton Tire Canada; plus an inscribed Rolex watch, courtesy of Rolex Watch Company of Canada Ltd., at a recent Ontario Trucking Association luncheon at the Royal York Hotel in Toronto.



SAFETY BRIEFS AROUND THE WORLD

WEST GERMANY: Choosing a car colour is too important to leave to personal taste alone says a study by Daimler-Benz, a vehicle manufacturer. Your car's colour directly affects your chances of survival on the highway. Green-yellow was noted the best overall. Light-coloured vehicles can be seen two to four times farther away than dark ones in foggy weather or under twilight conditions. In dim light, darker vehicles appear dark gray or black. On a scale of relative perceptibility, white rated 88 out of a possible 100 per cent; yellow 70 per cent; orange and pastel gray about 47; pastel blue, 43; medium red, 23; blue, eight per cent; black and dark blue, about five.

ONTARIO: Pedestrian deaths in Ontario rose from 172 in the first nine months of 1977 to 193 in 1978, an increase of 12.2 per cent. Statistics for 1977 point out that most pedestrians were killed while trying to cross through traffic, running onto the roadway or walking on the wrong side of the road.

SWEDEN: Children under the age of eight perform poorly in tests of bicycling skills and probably should not be allowed to ride in traffic, according to a study conducted by the National Swedish Road and Traffic Research Institute. The institute studied 144 children between five and 13 on their abilities to maneuver, accelerate, and brake bikes under traffic conditions. Later, each subject was interviewed about cycling habits, attitudes, and any accidents he or she may have had. It was found age was the most important factor in determining cycling ability; that most children started to cycle at the age of four or five and were using their bicycles daily. Despite this, however, only 13-year-olds could pass all the tests. Children between the ages of eight and 12 performed significantly better than those under eight.

U.S.A.: A car dealer in Pennsylvania recently made a 5,400 mile trip around the country in a car powered by "gasohol", a fuel mixture of 85

per cent gasoline and 15 per cent ethanol, a form of alcohol distilled from Wisconsin cheese whey. The car, an unmodified Toyota Corolla, averaged 24.7 miles per gallon overall and more than 34 miles per gallon during a 152-mile highway test at 55 mph without loss of power. Emissions were greatly reduced. Carbon monoxide decreased significantly during the trip and hydrocarbons dropped by one-third at idle and 85 per cent at 2,500 rpm.

U.S.A.: That costly semi-annual tune-up may be a thing of the past for those who buy 1980 model American and Canadian automobiles. The U.S. Environmental Protection Agency, in an effort to reduce emission control foul-ups caused by maladjusted carburetors, ignition advancers and fuel injection systems, will require automakers limit the adjustment range of these devices. In effect, a tune-up will entail merely replacing spark plugs and filters, with other parts remaining "in tune" for the life of the car.

THE RIGHT

to affection, love, and understanding.
 to adequate nutrition and medical care.
 to free education.
 to full opportunity for play and recreation.
 to a name and nationality.
 to special care, if handicapped.
 to be among the first to receive relief in
 times of disaster.
 to learn to be a useful member of society
 and to develop individual abilities.
 to be brought up in a spirit of peace and
 universal brotherhood.
 to enjoy these rights, regardless of race,
 color, sex, religion, national, or social origin.

Have you moved?

If so, would you please send your
 new address along with your present
 mailing label to:

Editor
 Ontario Traffic Safety
 Ministry of Transportation
 and Communications
 1201 Wilson Avenue
 West Tower, Main Floor,
 Downsview, Ontario M3M 1J8

Coming Events

Apr. 2-4 — Fleet Maintenance Course, Ontario Safety League, 409 King Street, Toronto.

Apr. 23-27 — Driver Trainer Course, Ontario Safety League, 409 King Street, Toronto

May 6-9 — Ontario Traffic Conference, Holiday Inn, Don Mills

Winter tips...

What to do if you get stuck in your car

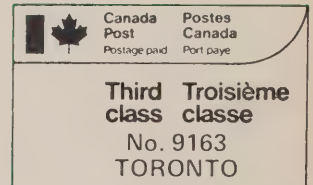
1. If you've tried everything to get out of the snow — digging, traction pads, rocking — then put out a flare or place a warning light on top of your car. Even tie a scarf to your fully-extended aerial.
2. Stay in the car — it's your best protection.
3. Run your engine for 10 minutes every hour. You'll be warm enough, while keeping your battery charged and conserving gas that might have to last.
4. Always keep a window partly open for air when running the motor.
5. Make sure the exhaust pipe is free of snow at all times or deadly fumes can seep into the car.
6. If you have an emergency driving kit, use a flask of coffee or chocolate for warmth and energy.

ontario traffic safety

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*Hon. James Snow, Minister.
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Communications

ontario traffic safety

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Parents must HELP

In 1975, the traffic safety program in Metropolitan Toronto schools was temporarily discontinued and traffic safety officers were assigned to regular police duty.

The result: A significant increase in traffic accidents involving children.

The program has since been reinstated.

When asked about the effectiveness of the program, police officers from several regional forces responded differently, though all were in agreement concerning the necessary role of the safety officer.

"This is how I feel about it," said Sgt. Bill Perry, Metropolitan Toronto Police, Scarborough District "if you take the safety officer out of the school program, you are going to have more traffic accidents involving children. That officer has a great deal of influence on the elementary school child. We're never going to eliminate accidents entirely, but we are going to help reduce them. I think the money spent on traffic safety programs merits the cost."

And according to the Ministry's continuing dialogue with school teachers across Ontario, they substantiate Sgt. Perry's remarks.

A. B. Laurin is principal of Toronto's St. Luke Catholic school, a large school with 763 students in the heart of the city. He is very supportive of the program, saying: "The particular officer looking after our safety program is an exceptional police officer. She relates well and the children feel comfortable around her. And, most important, she gets the message across."

"We are in a very busy area here on Ossington Avenue with lots of traffic. Let it's obvious the children are learning the rules of the road. Sure, we still have problems, but I know her program has helped us considerably."

Are parents helping the program?
(continued on page 6)



Robert Eaton (front row centre) parliamentary assistant to Minister of Transportation and Communications, James Snow, was guest speaker at the Ontario School League's Awards Banquet. Shown with him are the drivers in 30-year accident-free category.

Awards for safe drivers

Three hundred and seventy-four "dedicated" truck drivers were honored at the Ontario Safety League's Awards Banquet.

Said Robert Eaton, Parliamentary assistant to Minister of Transportation and Communications, James Snow:



Left, 30-year award winner W. Christie, Atomic Energy of Canada Ltd. Chalk River, Ontario; centre, Dick Palmer, Ontario Safety League; and right, Robert Eaton, MTC.

"Each of you honored this evening possesses an enviable record... a record built over the years despite the growing numbers of vehicles which at times jam our streets and highways beyond capacity."

"And I would hate to think what the collision statistics would be if it weren't for the dedicated driving habits of drivers such as yourselves."

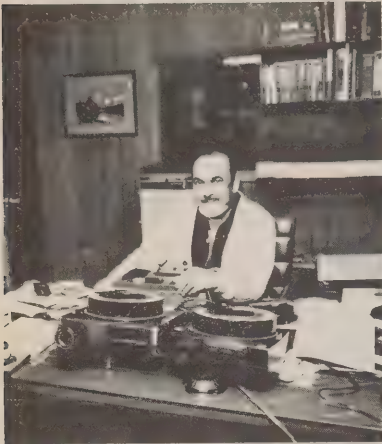
Each of the drivers was presented with a certificate... in all, the 374 represented 8,330 years of accident-free trucking.

There were 32 recipients in the 30-year accident-free category; 106 in the 25-year category; and 236 in the 20-year.

This annual event, begun in 1932, has grown to be one of the largest and most successful safety award programs in Ontario.

See Skidding...
School for Skid Control
Pages 4 and 5

Museum offers a look at auto history



Gord Brackett, general manager, Canadian Automotive Museum.



The Redpath Messenger was typical of the early "open body" style. Chassis and running gear was assembled in Kitchener and the all wooden body was manufactured in Toronto.



The 1917 Rauch & Lang with its many batteries. Note the left and right signals on the car at the left, the Galt Gas Electric.

If you had a Gardner, would you have him in once a week to trim the hedges? Or would you seek his help to get rid of the crabgrass?

And how about a Rauch & Lang? Would you seek their aid in a legal matter or could they be your accountants?

Well, believe it or not, the Gardner and the Rauch & Lang are automobiles — just two of the more than 173 which were manufactured in Canada at one time during this century.

There was the Galt Gas Electric, Carter car, Fossmobile, Bell and Grey Dort — each conjuring up an era of dusters, goggles and devil-may-care drivers whose quest for speed finally put old Dobbin to rest.

Many of these collectors' dreams make up a small part of unique vintage and modern automobiles, from the Redpath to the Bricklin, on display at the Canadian Automobile Museum in Oshawa.

General-manager Gordon Brackett has only been with the museum a year, but already he has the "bug".

"Look at the Redpath", he says, "it's the oldest car in the museum. Only three of these cars were ever made and this is the only one left. Isn't she beautiful."

And 'she' is.

The 1903 Redpath Messenger gleams — all shiny black leather and red paint. Its single-cylinder engine, in spit-and-polish condition, had a top speed of 10 miles per hour.

The gleaming, black 1917 electric-motored Rauch & Lang with its brass lamps still rich and bright sits silent, its hood open, displaying the many batteries it needed to travel approximately 75 miles on one battery charge.

This easy handling auto had tiller steering which permitted the driver to operate the car from either the front or back seat. In its day, it was called the "Woman's Car" because of its appearance, quietness and reliability but mainly because it didn't have to be cranked — a feature which appealed to the woman driver.

There are more than 65 automobiles on display in the Museum and approximately 60 per cent are on permanent or long-term loan.

It's fascinating — not only for car buffs — because there's something of interest for everyone.

There are exhibits featuring the development of headlights, licence plates, early roads, gas pumps and sta-

tions, and women drivers.

Opened in 1962 as a project of the Oshawa Chamber of Commerce, it has continued to support itself through gate receipts (\$2.00 for adults, \$1.00 for children), private donations and the occasional government grant.

For the past 15 years, it has done what it started out to do — collect and preserve the remnants of Canada's part in the automobile industry.

However, the museum doesn't intend to stand still — there are goals. Gordon hopes to find funds to build a new complex, the Auto Place, and he's thinking big. The new complex will house a complete town square surrounded by shops, parks, streets, all depicting different eras from the 1890's on to the 1970's. There'll be a mini-theatre, souvenir booths and demonstrations.

Gordon admits: "Yes, we're thinking big but we have to. The collection is expanding and we need more space. We think our collection is the best and we want people to see it and enjoy it."

So if you find yourself in Oshawa one afternoon, drop in and take a look at these cars — sure they don't have power steering or hi-fi sound or air conditioning, but what they lacked in the niceties they made up for in durability — they were cars which were built to last.

Those early cars may be beautiful to look at in their new shiny, restored condition, but they lacked a great many safety features which today's cars have. Here are just a few of those safety features:

Laminated or tempered glass (breaks into rounded pieces upon impact)

Padded dashboards, sunvisors and headrests

Seat belts, shoulder harnesses

Recessed knobs

Soft plastic handles

Self-extinguishable upholstery material

5 mph bumpers designed to crumple upon impact

Energy absorbing steering columns

Reliable tires

Hydraulic disc brake systems

Car bodies designed for rollovers

Burstproof locks

Safer gas tanks

Rear-view mirrors

Double hood latches



It's nighttime and John X is alone, travelling along an almost deserted highway.

Suddenly his headlights pick out a grotesque scene several yards ahead . . . two badly crumpled cars lie in a twisted embrace at the side of the road.

The drivers and passengers, if alive, are obviously badly hurt.

And John is the first person to arrive at the scene. He has had no first-aid training outside of glancing through a couple of first-aid manuals. It's a situation he's always hoped he'd never have to face. But now the situation is real and he's going to have to cope with it. The question is: How?

John X is typical of most Canadian motorists, according to Dr. Eugene Dagnone, chairman of the Ontario Medical Association Committee on Accidental Injuries.

On-the-site public involvement in motor vehicle accidents is one aspect of traffic safety in which Canada has lagged well behind Europe and the United States, insists Dr. Dagnone. And he feels it's time that situation was changed.

"My committee's feeling is that most drivers in this country are reluctant to get involved. Because when they do, they may increase the risk to themselves and other occupants of their car."

by Robin Burgess

Dr. Dagnone lists two important reasons why every motorist should know what to do at an accident scene:

1. To avoid getting injured when coming upon the scene.

2. So he or she can effectively assist injured victims or assist police officers or those more skilled at first aid who are already at the scene.

Ideally, the committee chairman adds, anyone with a driver's licence should have first-aid training. But even motorists who don't can be of assistance at an accident if they are aware of a few basic facts and considerations.

The first aim of a rescuer is to prevent further impacts of other vehicles, says Dr. Dagnone. He suggests the following steps to ensure this aim:

1. Put on your warning lights as you slow down. This warns the car behind you that there's some kind of emergency ahead.

2. Park so your car is in the safest possible position, yet at the same time won't obstruct rescue vehicles.

3. If you have passengers with you or there are other rescuers at the scene, ensure that "guards" are posted further back along the road to warn approaching cars.

4. Approach the accident as cautiously as possible. If you're crossing

the road to get to the site of the accident occurred at an intersection, pay attention to crossing traffic. Be careful of the terrain you're approaching (e.g. Is the shoulder soft?) and keep in mind what you're approaching (e.g. Is it a gasoline truck or a vehicle carrying explosives?)

"No smoking" is a No. 1 rule at any accident site, emphasizes Dr. Dagnone, because the frequency of spillage of some type of flammable materials is very high in any motor vehicle collision.

Once you've reached the accident site, first of all, identify what other rescue vehicles are around and what the occupants can do to assist you even if it's just to give a hand, physically. Then, try to determine if there are any victims trapped in the vehicle. If the vehicle is empty, determine who was in it and whether or not they are all accounted for. If someone is missing, plan an immediate search. Victims often wander — or are thrown — some distance from the scene of the accident, says Dr. Dagnone.

Even if someone is in the vehicle, take the time to identify if there were other occupants as well. Often too much time may be taken up with the rescue of one individual in the vehicle only to discover an hour later that

(continued on page 6)

School for skid control . . . Part II

Round and round it goes and where it stops nobody knows — the wheel of fortune? No. It's a car spinning out of control.

The driver had been warned she was driving too fast. But she ignored the advice. She sped into the corner and hit an unexpected ice patch and began spinning round and round, almost hitting oncoming traffic, 'til the vehicle spun around and landed firmly in a ditch.

Fortunately, no one was injured.

Unfortunately this frightening experience could have been avoided. But if an inescapable skid should occur — be prepared.

And there's a school in Oakville, Ont., where drivers are taught how to control and correct a skid, through practice. It's the BP Skid Control School.

"For a skid to occur a driver must be turning the wheels of the car — even slightly. A gust of wind, a big truck passing or rubbing the curb can move the car enough for a skid," instructor Craig Fisher explained.

"The likelihood of a skid increases with the amount steered, or more simply, how much the wheels are turned. This coupled with poor road conditions and high speed can result in accidents," he added.

To understand the technique of handling a skid, a driver must first understand how it is related to steering.

Take a car with rear-wheel drive for instance. If the driver steers to the right, the front wheels turn right while the back wheels tend to follow in a straight line.

It's when the rear wheels lose their grip rather than keeping the back end of the car in place and following the turn that the back wheels help prompt a skid.

And note that there is a significant difference between a car *skidding* or *sliding*.

A car "*slides*" when the vehicle's moving, but the wheels are locked so they're not rolling. Conversely, a car "*skids*" when it's moving, the wheels are rolling but can't grip the road surface.

When a car goes into a skid and the driver slams on the brakes, the wheels will lock and the car will slide ahead and probably spin. At this point, the driver has no control.

It's obvious then that when drivers are thrown into a skid, they should immediately pull their feet away from the pedals and concentrate on steering. It's the only way out.

"However, drivers should be aware of the inherent danger in depending solely on their steering ability. Every car has a different steering limit. The front wheels on the average American car steers a turning distance of 45 degrees. This means if drivers need to turn their wheels more than 45 degrees

to straighten out the car they're out of luck. The car will go into a spin," Fisher explained.

At this point the braking and steering are useless. In fact, the vain attempt to brake or steer encourages the car to take longer to stop. So, the best bet is to sit back and wait.

"By the time the car gets into a heavy spin all four wheels have no useful road contact of any consequence," Fisher explained.



After the BP skidding exercises are complete, drivers demonstrate their ability to handle their own vehicle in a skid.

It is imperative for the driver to get all four wheels moving in a straight line, within the limits of the car's capabilities to correct a skid.

This method is explained to student drivers in the BP school house before they test their skills on the track.

The instructor also demonstrates the day's various skidding exercises, using little toy cars on a tabletop marked out like a two-lane highway.

Within minutes, students are in the school car out on the track adjacent to the school house. The instructor demonstrates the first exercises and techniques involved, emphasizing the importance of **Aiming High** to steer effectively.

At first, the students are frustrated — it isn't as easy as it looks. But with every skid and spin, they become more determined to learn the proper techniques.

The track is covered with a mixture of oil and water to help simulate high



Instructor Craig Fisher looks on as a BP school training car runs up the test track ready to skid.

speed conditions. For each exercise, the car speeds up the ramp to the track at 50 km/h. When it reaches a dip in the pavement filled with oil and water, the instructor accelerates the skid using a skid pedal inside the car.

"On the track the car actually skids while travelling at low speeds. A form of electronic parking brake controlled by the instructor magnifies the skid to simulate skids at high speeds," Fisher said.

"To help simulate an actual situation, we mark off a two-lane highway on the track using orange pylons. This way the students learn to work within a restricted area.

"In turn, it helps us emphasize that not only are the techniques of correct-



Students, David Carlyle, left and Renata Kraszewski, right watch co-instructor Jim Lavery centre demonstrate the exercise "Grandma and the Bus".



Students can use the track to test their

ing skids essential, but timing is of equal importance.

"Drivers can't correct a skid any ol' time. They have a certain amount of planning to do to ensure that while correcting the skid they don't end up in a ditch," he added.

The first exercise is called "Grandma".

Grandma represents an immediate obstacle in the driver's path, such as a stalled car. The driver's problem on a 100 km/h highway is to avoid hitting it. The solution is a smooth lane change. But at high speed, the driver is bound to skid. The school teaches its drivers to use some of that skid to perform the lane change, then correct the skid.

At some point after the driver corrects the Initial Skid, a Reaction Skid occurs. "It's like taking a pill to cure a headache only to find out it gives you a stomach ache," Fisher said.

To correct a skid, a driver must steer continuously and vigorously in the same direction the back of the car is sliding. The moment the steering corrects the skid, a sharper, quicker swing of the back end in the opposite direction results. This is the Reaction Skid.

This happens because the same amount of steering used to correct the Initial Skid is still present.

Since the Reaction Skid happens instantaneously, it takes quick reflex action to correct the wheels.

If a driver handles the Reaction Skid incorrectly, it could throw him into another Reaction Skid. Then the car continues to fishtail until it stops or the driver directs all four wheels to travel in a straight line.

The rule is: If the rear of the car is swinging left, correct to the left, if the rear of the car is swinging right, correct to the right.

The second exercise is "Grandma and the Bus".

This involves the initial exercise of skidding into a lane change to avoid Grandma but adds a second obstacle. When drivers change lanes they are faced with an oncoming bus. They must correct the skid and get back into their original lane before the bus hits them.

"This means correcting and controlling the skid and reaction skid while confronting the oncoming bus. Only when drivers have the car travelling in a straight line can they safely return to their original lane. If they attempt to change lanes too soon, they'll continue to skid," Craig added.

Students practise these exercises 'til they succeed and understand the

importance of every step and the accompanying techniques.

No more than three students are allowed per class to give each driver enough actual practice time. One class included Renata Kraszewski of Oakville, who said: "I took the because I was in a skidding accident month ago and wanted to overcome my fear of skidding." When the course was completed, Renata had successfully regained her confidence.

David Carlyle of Weston, took course on his father's suggestion. He didn't know quite what to expect, was willing to give it a try. As the course progressed so did his determination to succeed. By the end of the course, he knew how to correct and control a car in a skid.

William Arnold, a driving school instructor from Ogdensburg, New York, said he picked up plenty of pointers from the course for his own students and "it improved my ability and reflexes in a skid".

These three students watched one another closely on the track, learning from one another's attempts and the instructor's advice.

At the end, there's a final group discussion back in the school house.

They are taught that in a front-wheel skid, the front wheels have no effect on the car's direction. The driver must decelerate, without braking, and cut the angle of steering to a minimum.

A four-wheel skid is explained as being similar to a rear wheel skid and uses the same procedure to correct.

So there may be a time in your life when you can't avoid a skid. Be prepared. Going round and round is for wheels of fortune. Not drivers.

First Aid — (continued from page 3)

another victim has been lost out of the vehicle or is trapped in a more precarious unseen position.

At this point, there are a few simple procedures you can follow.

First, establish whether each victim is conscious and breathing. If unconscious, make sure the individual's airway is open and clear; check the victim's tongue to see it hasn't fallen back in the throat and is obstructing the free passage of air. If there is no breathing, then "breath for the victim" using some form of artificial respiration.

Since motor vehicle accidents have a tendency to break necks there is a chance you could hurt the victim's spinal column if you move his or her head to perform artificial respiration. But if the patient isn't breathing it's a risk you may have to take, says Dagnone.

He cautions, however, "Make sure it's safe to do so before you enter the vehicle. Don't go near it if there are overhead wires over the vehicle, for example. Two dead people are worse than one."

Unless conditions make it necessary to remove the patient (e.g., the car is in the middle of the road and liable to be struck again by another car at any moment) *don't move the victim*, emphasizes Dr. Dagnone.

"The best thing to do is to leave the extraction of the victim from the

vehicle to people who have experience and qualifications," said the doctor. "So, unless safety dictates otherwise make the victim comfortable and leave him or her in the car."

In the case of a conscious patient, Dr. Dagnone advises talking to the patient and asking whether or not he or she can move their limbs and what areas of their body are sore.

Then, if the patient is mobile and wants to leave the vehicle, don't prevent it. You can assist by supporting the injured parts of the body.

"If the patient has a sore arm, for instance, help him or her out of the car but support their arm. If you lift the victim out of the car the last thing you'll be supporting is that sore arm." If the victim indicates that his or her neck or back is sore, the individual shouldn't leave the car.

Profuse bleeding can almost always be controlled by covering the wound with two layers of dressings made out of any material at hand, then applying pressure. "But not every wound needs a dressing," says Dr. Dagnone, "and uncontrolled bleeding is not common in traffic accidents."

One of the popular myths Dr. Dagnone explodes is the idea that accident victims can die from emotional shock.

"The most common cause of death subsequent in a traffic accident — that is, having a live patient at the scene and a dead patient at the hospital — is

shock. But it's shock due to blood lost — not blood you can observe is being lost — lost because of internal or unwitnessed bleeding," he says.

"This patient is often restless and shaky, much like a person in a state of emotional shock," continues Dr. Dagnone. "The difference, however, is that emotional shock or trauma is shortlived while shock due to internal bleeding is not."

"Don't forget the patient has suffered a significant amount of physical violence over a very short period of seconds and that violence was directed at the patient's body, not at the patient's mind," says Dagnone.

Keeping patients warm and insisting they lie down is "not a great necessity." Encourage them to lie down, but if they don't want to, see that they're comfortable and out of harm's way.

Stay with the victims until the ambulance or police arrive. Patients who are mobile should be identified to the police officer or ambulance attendant — along with a brief description of how you found the victims, what state of consciousness you found them in, what he or she has been complaining about; and whether or not they had their seat belts on, says Dr. Dagnone.

His final advice to motorists: **Take a first aid training course through your local St. John Ambulance branch.**

It could make the difference between life . . . and death.



This little girl could be headed for trouble as she darts onto the road in mid-block.

HELP (continued from page 1)

"Well, not enough," said Sgt. Carson Ford with the Niagara regional police. "I think they should be doing more. It appears to me there is a lack of communication between the parent and the child when relating to traffic safety laws."

And Sgt. Mike Lucas of the Hamilton-Wentworth regional police, added: "Children imitate adults, especially their parents. How many times have you seen parents take their youngsters by the hand and cross on a red light? What's a child to think after we've shown them the proper way to cross with the lights? Whom do they listen to? A lot of parents are doing a good job, but some of them set bad examples. I think it's important for parents to reinforce the safety rules taught in school."

Statistics on traffic accidents involving children vary. In Hamilton-Wentworth, boys seem to be involved in more than double the number of accidents than girls. And the worst days seem to be Thursdays and Saturdays.

Yet in Niagara region, Fridays and

Saturdays are the bad days.

One unifying statistic is that the majority of traffic accidents occur in mid-block.

Why? Sgt. Perry believes it's because children are not crossing at intersections; they're running out between parked cars and failing to look both ways.

Why? Well, Sgt. Lucas feels they're not thinking and they're forgetting what they've been taught.

"It's tough trying to remember all your safety rules when you're a kid and you're thinking about hockey or baseball or your favourite TV show. And that's why children have to be constantly reminded."

While the consensus is that the safety officers' roles are necessary to make their work in the schools more effective, they must be backed up at home by the children's parents.

In 1978, we lost 147 children in traffic accidents in Ontario. And while any accident involving the loss of life is tragic, the loss of a child is overwhelming for us all.

Letter to the Editor

Dear Editor:

Please accept my sincere thanks for continuing to send me "Ontario Traffic Safety." I found the January-February issue very interesting. Many items find their way into my weekly Rotary Bulletin and copies go to many clubs in Northern Ontario and Quebec. Members of the club often discuss certain articles in my bulletin which I have extracted from Ontario Traffic Safety.

Once again, thank you.
Sincerely,

Harry E. Tate
Parry Sound, Ontario

Dear Mr. Tate:
Thanks for letting me know how you distribute OTS articles through your Rotary Bulletin. Your interest is appreciated very much.
Editor.



Left to right: Premier William Davis; Gordon Sinclair; Dr. Hedley Smith; and James Snow, Minister of Transportation and Communications at premiere of MTC's latest seat belt film entitled, "Dice in a Box."

SAFETY BRIEFS AROUND THE WORLD

U.S.A.: Automobile theft continues to have a direct and very real impact on automobile insurance rates. Over a 25-year period from 1949 to 1974 car thefts increased almost 12 times more than the population and almost three times faster than car registrations.

The majority of cars stolen had the keys left in the ignition. Eighty per cent of all cars stolen in 1976 were unlocked. Most cars were taken by amateurs, not professional car thieves for stripping or resale.

Stolen cars are involved in one out of 350 collisions and account for approximately 5,000 disabling injuries and 130 fatalities annually.

U.S.A.: Motorcyclist deaths resulting from head injuries have doubled in three states that have repealed mandatory motorcycle helmet use laws, according to recent studies released by the U.S. Department of Transportation.

"These studies show conclusively that motorcycle helmets are effective in preventing head injuries and deaths, and that mandatory helmet usage laws are effective in getting cyclists to wear helmets," said Joan Claybrook, Administrator of DOT's

National Highway Traffic Safety Administration.

"As a result of the studies' findings," said Claybrook, "the department is urging re-enactment of helmet use laws in the 26 states that have repealed them."

U.S.A.: Only 14 per cent of the nation's drivers use their safety belts, the National Highway Traffic Safety Administration (NHTSA) has reported.

Earlier this year NHTSA had pegged 1978 belt-use levels at 16 per cent nationwide, down from 18.5 per cent during 1977. The study confirmed earlier findings that women tend to buckle up more frequently than men. Also that drivers of subcompacts, particularly foreign imports, tend to use their seat belts more often than drivers of full-sized autos.

U.S.A.: Police in Minnesota now have the authority to take away driver licences of motorists apprehended for drunk driving. Under the new law the officers may take away the licences of motorists who register a .10 per cent or higher in an alcohol test or who refuse to take the test, a violation of the state's implied con-

sent law. In place of the regular licence, the police issue a 30-day temporary licence which permits the motorist to drive until his case comes to trial.

NEW ZEALAND: Seat belt use laws have been in effect in New Zealand for more than six years. A November 1977 survey showed 79 per cent of drivers stopped at random had their belts buckled.

VIRGINIA: Did you know that one gallon of gasoline can have a force equal to that of 13 sticks of dynamite? If you're in the habit of carrying a can of gasoline in the trunk of your car, the Roanoke, Virginia Valley Safety Council Newsletter warns you have the makings of a major explosion.

WEST GERMANY: West Germans no longer have to blow into the bag — they don't use breathalizers any more. They've got a disc-like plate that you kiss. A laser beam in the glass measures you for alcohol, blood chemicals, even cholesterol. It's more sanitary than a breathalyzer.



Big Elmer

Constable Charles Tuyten of the Stratford Police Department alias "Big Elmer" is shown with some of the children from Anne Hathaway Public School in Stratford.

Constable Tuyten says, "The effect of 'Big Elmer' has an instant impact on the classroom and catches and holds the children's interest. His actual appearance reinforces the lessons and instills the rules in those having short memories. They become very keen to practice what 'Elmer' teaches and good safety habits become a whole class effort."

Survey reveals many driving problems

Montreal area drivers have the dubious honour of sharing the worst stopping habits in all of Canada with their counterparts in Richmond Delta, B.C.

That's what a Young Drivers of Canada national traffic survey revealed.

Groups of students participating in driver education programs observed the driving habits of 11,438 motorists in 27 coast-to-coast communities.

All told, 5,543 (48.5 per cent) failed to stop either when required legally, or on a voluntary basis.

National statistics indicated 48.1 per cent of all drivers observed failed to come to a complete stop when turning right against a red light.

At pedestrian crossings, 42 per cent of those drivers observed did not stop when specifically requested by pedestrians in the manner prescribed by the municipality (such as crosswalks).

And 53 per cent did not stop voluntarily when noticing a pedestrian.

The only community in the entire country with a "perfect" score of 100 per cent "failure" was Montreal, West Island, where not one motorist observed, stopped at a pedestrian crossing when requested to do so by a pedestrian.

Coming Events

April—Traffic Safety Month.

April 23-27—Driver Trainer Course, Ontario Safety League, 409 King Street West, Toronto.

April 24-26—Defensive Driving Course, Canada Safety Council, Ottawa, Ontario.

May 1-7—Child Safety Week.

May 1-3—Professional Driver Improvement Course, Canada Safety Council, Ottawa, Ontario.

May 6-9—Ontario Traffic Conference Annual Convention, Don Valley Holiday Inn, Toronto. (416) 366-2721.

May 25-26—Driving School Association of Ontario Convention, Ottawa. Contact: DSAO, 2245 Yonge Street, Toronto.

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Editor
Ontario Traffic Safety
Ministry of Transportation
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Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.

Editor: Sharon Bagnato

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MAY/JUNE 1979

Keep a sharp eye out for slow farm tractors this summer — Jim Snow

"A car gets behind a slow-moving farm tractor . . . the motorist becomes impatient, takes a chance and tries to pass. There's a collision with an oncoming car and the result is death or injury.

"That's a scene we see repeated every summer," said Minister of Transportation and Communications James Snow, "particularly during June haying or August harvesting when farm tractors and implements have to be out on the road moving between farms."

Most farmers and their helpers give the right-of-way to motorists and keep as much on the shoulder as they can. But this isn't always possible when the shoulder drops away from the road.

"So," said the Minister, "in farm country, motorists should be constantly alert to the possibility of suddenly coming upon a farm vehicle. But it's a two-way responsibility. The farm vehicle driver should keep a check in his rear-view mirror to be aware of anyone driving behind him and should, when possible, wave the



Farm vehicles like this one will be a familiar sight along Ontario's highways all summer long. MTC Minister James Snow says farmers and motorists should be alert to avoid collisions.

driver by."

The Highway Traffic Act requires farmers who operate tractors or motorized farm implements on the highway to attach a red slow-moving-vehicle sign to the rear of their vehicles when they're on the road, and on the back of any vehicle being towed.

Also, when a farm tractor is out on the highway from half an hour after sunset to half an hour before

sunrise — or any time when there's not sufficient light for good visibility — the tractor must be fitted with a light that can be seen from at least 150 m (500 ft.).

"Farm vehicles are implements of an industry vital to Ontario's economy," said Snow, "and they deserve a share of the road. If both farm drivers and motorists are alert and give a little, I'm sure we'll see fewer accidents of this kind on our roads."



Motorists - Watch for a sign!

A new symbolized traffic sign alerting motorists to pedestrians will soon be seen along many rural highways, Minister of Transportation and Communications James Snow said.

"The new sign will depict a black walking figure on a yellow reflectorized background with a black border," said the Minister.

"It is our hope these signs, located in advance of such areas

now, will reduce considerably the number of traffic fatalities," said Snow.

Pedestrian fatalities on Ontario highways in 1978 increased 12.7 percent over the previous year from 252 to 284. And 1977 statistics showed that the primary causes included crossing through moving traffic, running into the roadway and walking on the wrong side of the road.

Tickets and kids...

CARELESS CYCLISTS BEWARE

"Hey Mom, a policeman just gave me a ticket!"

That's what the kids in Oakville are saying these days since the Halton Regional Police began issuing tickets to cyclists for traffic violations.

The "ticket" looks just like a regular traffic ticket but there aren't any fines involved — just a warning. The child must take it home for parental signatures, then return it to the police.

This way parents will know their child is not driving safely and, hopefully, will discuss the problem with them.

Safety Officer John Wilson said: "We decided this was a good way to get the parents to co-operate with us in teaching youngsters to obey the law and understand bicycle safety rules.

"We're trying to help the kids," he said, "and hopefully influence their parents into realizing bikes are not toys, but vehicles under The Highway Traffic Act.

"You know," said Wilson, "part of the problem lies in the fact parents are buying wrong-size bikes for their children or allowing them to ride at a very young age. For instance, a youngster of five, six or seven just doesn't have the same coordination as a 14-year-old. Quite

often, they don't even know their left hand from their right. So how can they possibly understand the rules of the road?"

This statement is reinforced by a recent study by the National Swedish Road and Traffic Research Institute which found that children under eight are just not good enough to cycle in traffic. They do not have the ability to cope with the risks.

In Halton Region, there are hundreds of young cyclists. And their



13 Bicycle Safety Rules

1. Obey all traffic signs and signals.
2. Drive on the right-hand side of the road.
3. Ride single file on the street.
4. Stop before driving into the street from your driveway or a lane.
5. Walk your bike at busy corners.
6. Be sure to give the correct hand signal when you are going to stop or turn.
7. Carry parcels and books in your carrier.
8. Never ride two on a bicycle.
9. Never hitch a ride on another vehicle.
10. No "trick riding" on the streets or highways.
11. Be alert for vehicles about to pass you.
12. Your bicycle must be equipped with safety devices.
13. Your bike must be in good working order.

entire initial training usually consists of a trip around the block with a puffing father running behind, steadying the bike. "That's it... before they solo!" said Wilson.

Consequently, they're totally unprepared for the quick decisions required in emergency situations which occur even on quiet side-streets.

Wilson also emphasized that "seminars and films are shown to students in school and bicycle road-eos are run off in school yards and plazas, but when you're dealing with children in the five to 10-year age bracket, it's the parent who must instill the basic safety rules."

Traffic tickets for young cyclists are just another safety device. They remind youngsters and parents that unless a bicycle is driven in a safe and orderly manner, the driver is heading for trouble.

"We haven't had a fatality yet in this area," said Wilson, "and thank God — but the credit is due to the motorists who are constantly on the lookout for cyclists and drive accordingly. And I like to think we're doing our part too."

Bicyclists to be "Drivers"

One of the new amendments to The Highway Traffic Act introduced recently by Transportation and Communications Minister James Snow, proposes to more clearly define a "driver".

To bicyclists, this is an important amendment because it officially makes your bicycle a "vehicle" and you a "driver".

It is hoped that this legislation will impress upon cyclists the fact they must now comply with the regulations and rules set down under The Highway Traffic Act the same as a driver of any other vehicle.

The new amendment is scheduled to take effect some time in June.

HALTON REGIONAL POLICE FORCE JUVENILE VIOLATION NOTICE	
On the <u>15</u> day of <u>June</u> 19 <u>89</u> Time <u>4:15</u>	
Name <u>Spoan James</u>	LAST FIRST MIDDLE
Address <u>334 Jeremy Drive</u>	NUMBER & STREET
Telephone <u>721-9010</u> Age <u>10</u>	
School <u>Highfield M.S.</u>	
Bicycle Licence Number <u>—</u>	
Violated the traffic or safety rules by <u>improper turn</u>	
Location <u>Smith / Oakfield Drive</u>	
Officer <u>P.C. R. Hall</u>	NAME NO. <u>10769</u>
PARENTS	
The purpose of this notice is to inform parents of unsafe habits of children. Your co-operation is requested to provide instruction and take suitable action in all cases of pedestrian or bicycle violation. Subsequent offences of this nature may lead to charges being laid.	
Please sign and return this notice by:—	
____ day, the ____ day of _____ 19 ____	
SIGNATURE	
TO Halton Regional Police Box 2700, Oakville, Ontario L6J 5C7	
Attention _____ Division Safety Branch	
HRPF 0049/78	

OPP purchase Kawasaki motorcycles

After more than a year of intensive testing, the OPP has purchased 16 new Kawasaki-1000 motorcycles.

Traditionally, motorcycle officers have used bikes manufactured by Harley-Davidson — specially built to OPP specifications.

But times change. And so do bikes. So this year when the tenders went out, Kawasaki was awarded the contract.

What reaction did the change have on the officers in the OPP motorcycle patrol?

"I like them," said P.C. Dennis Pearce of the Downsview Detachment. "They're easy to handle, seem to be faster and respond quicker, yet have the same easy manoeuvrability of the Harley."

And OPP garage manager, Rene Dipietro added, "I've ridden bikes all my life. I don't see any problems with the Kawasaki and I find there's no difference in the engines except they're metric."

Maintenance is a major factor and this was taken into consideration when the Kawasakis' were purchased.

Said Casey Kotwa, superintendent of the OPP's Transport Branch, "Early indications are that maintenance costs will be lower. But we'll be able to assess it better at the end of the season after their performances have been monitored."



P.C. Dennis Pearce of the Downsview Detachment sits astride the new Kawasaki-1000.

OPP motorcycles are known as the "work horses" of the force, so a lot of consideration is given before a purchase of this type is made.

"And" Kotwa emphasized, "they must be durable yet comfortable with sufficient weight distribution or an officer can become easily fatigued."

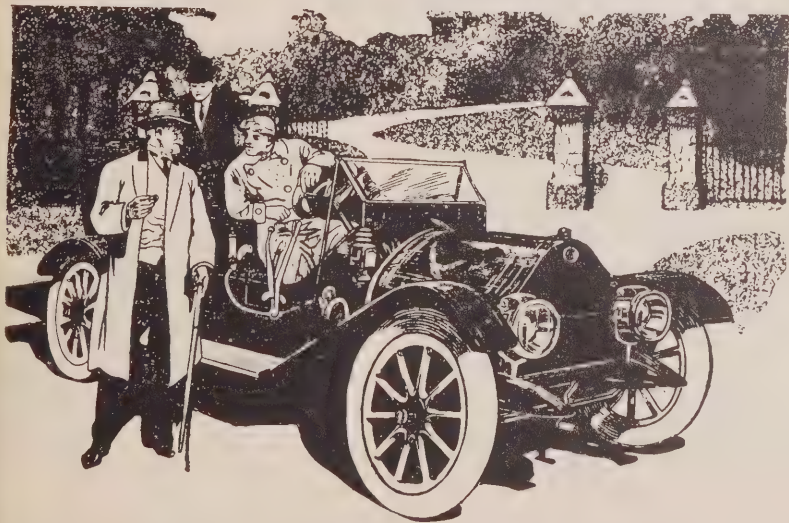
Standard equipment for the bikes includes custom saddle bags to

carry radio communications; tronic sirens; special footboard; emergency flashing lights; and extra heavy-duty batteries.

With the purchase of the Kawasakis, the OPP now has 112 motorcycles, including 14 for training.

The latest bikes will go out shortly to district offices in Ottawa, Port Credit, Downsview, Burlington, Brantford, Welland and Whitby.

The Chalmers Motor Car



The Chalmers "Forty" meets the motorist's desire in almost every direction. It has room. It will carry seven and still have "room for one more."

The 40 h.p. motor gives all the power you can use at one time — the power for mile-a-minute speed, for scampering over hills, for faultless pulling in mud or sand.

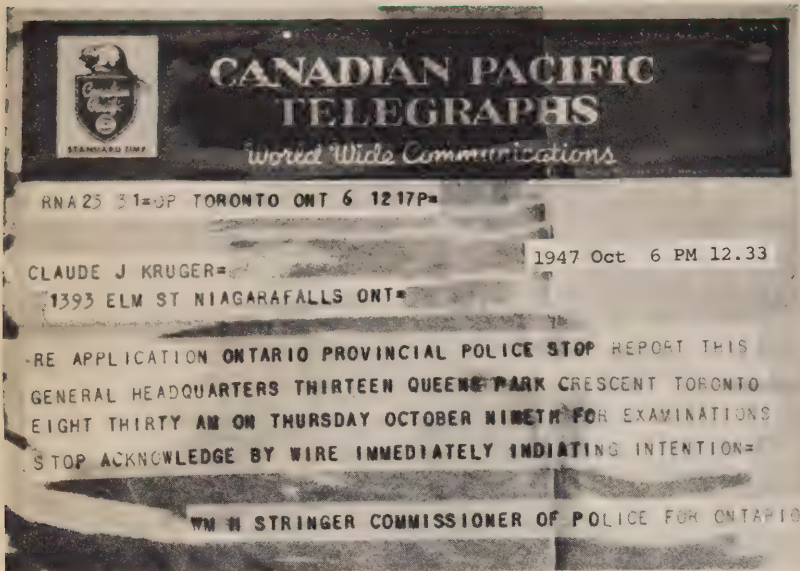
The Chalmers "Forty" has beauty and finish that suits those who demand refinement. Hand-buffed leather of quality is used in the upholstery. Dash, heelboards and door strips are of Circassian walnut. The painting of a "Forty" is done with extreme care.

The extra long wheel base, the staunch double drop frame, the titled seats and the long elliptic springs make this car as comfortable for the aged as for the vigorous.

Eaton's, the Department Store, once sold cars — not parts, but the whole car. The Chalmers Motor Car was advertised by Eatons in June, 1911 for \$3,750 including Bosh Magneto, Presto-O-Lite tank and gas lamps.

Like father, like son...

One man's family - Claude Kruger



THIS telegram was the beginning of Claude Kruger's career as a police officer in the Ontario Provincial Police — a career which lasted 30 years until his retirement from the force in 1977.

Claude joined the OPP in Toronto, and was immediately posted to Niagara Falls, moving on to Cayuga, Crystal Beach, Mount Forest, Owen Sound and Guelph where he finally retired as detachment commander.

He feels the many moves were good for his family — except — he could have been given more time when he was transferred to Crystal Beach.

"I came home for lunch one day," he recalls, "when a corporal bangs on the door and says 'Be ready to leave for Crystal Beach in half an hour'. Away I went — for what I thought was a few hours or even days. I stayed almost four years!"

"Change? I've seen a lot," said Kruger. "For instance, when I first joined the force, there really weren't any radios around. Oh, the odd car had them — but they were like toys and we didn't appreciate their worth. After a while, we wondered how we ever got along without them. As a matter of fact, if a radio quit on you, it was like being cut off from the whole world."

He continued: "Now, you take some of the new changes... like the seat belt law and the lowering of speed limits. These laws were really good news. Probably the best things

ever done. As far as I'm concerned, they could have brought them in a long time ago."

Like father, like son is an old cliché. But it best describes the effect the police had on Kruger and his family. The enthusiasm, the dedication he possessed was passed on to his two sons Bob and Bruce, as well as his daughter-in-law Linda — all members of the OPP.

"I tried not to influence Linda and the boys about the force. But I liked my job and I guess maybe it showed. You certainly couldn't hide the disadvantages like moving around, the shift work, even the danger.

"No, they made up their own minds and it's been very good for me. It's almost like I've never retired. I see as many police uniforms now as I did when I was working. The boys come to visit and bring other young policemen and we talk shop, drink coffee and it's like I never left."

Kruger's oldest son Les, 34, the only member of the family not to join the force, is a high school teacher in Thunder Bay. But his wife, Linda, has been a police officer since 1974.

"With two young children I will admit it's difficult," says Linda, "but it was also a challenge and it's interesting. And, of course, it pays well — which doesn't hurt."

Linda was the first woman officer assigned to duty in Thunder Bay.

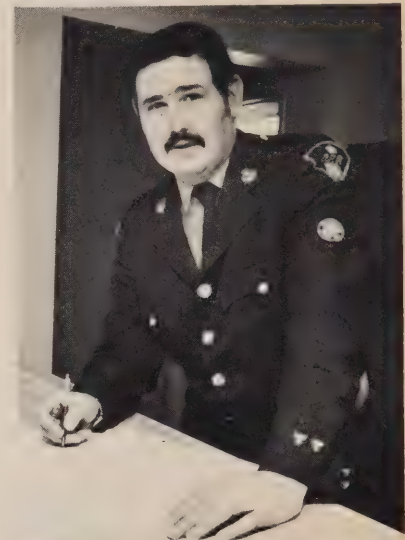
"There's good and bad in every job," she noted. "There's a certain

amount of abuse you have to take but that goes with the uniform. I don't let it bother me. There are also opportunities and this summer I can start courses to help me further my career.

"Being a police officer and a mother call for a great deal of understanding — especially from my husband. And I couldn't do it without his support as well as my father-in-law's encouragement.

P.C. Bob Kruger, 32, Midland Detachment, apologized for being late for his interview. He was out tracking a bear.

"A tame one," he pointed out, "it wandered off, but we got him."



P.C. Bob Kruger joined the OPP in 1966. He was originally posted to Sebringville and has been at the Midland Detachment for the past three years.

That incident best sums up the difference between the duties of a policeman in a large metropolitan area and a town like Midland.

Some things are the same, motorists speeding, traffic accidents, break-ins. But there are the unique situations — such as the bear, plus accidents involving cars and animals.

"We have a lot of deer in this area and it causes a problem because they just stroll out onto the road," he said.

But Bob says he enjoys his job — you'd have to when you're faced with going to court on your day off or being told to report at 9 a.m. after



Claude Kruger, second from left, stands in front of police car 406 in Crystal Beach in 1952. He says, "we didn't get overtime in those days and it was nothing to work 16 hours a day, but I liked my job and enjoyed doing it."

you've just finished the graveyard shift.

According to Bob, the irregular schedule makes it difficult with youngsters at home — you miss out on a lot.

"But the worst part, I think, for any policeman, is seeing a child who's been run down by a car. That stays with you," he said.

"The disadvantages are outweighed, however, by the feelings of accomplishment you get from helping people.

"I always wanted to be a policeman and I guess it all started when I walked the beat' with my dad in Crystal Beach. I think I just wanted to be like him."

Bruce, 30, Claude's youngest, kept the family guessing for a while. "I had other ambitions," he said, "but, eventually, I realized I wanted to go in the force and I'm not sorry."

Posted to Bracebridge, he's happy here, primarily because of the people. "I found when I came here from Niagara Falls the people were different, but perhaps that's because I finally got a chance to know

them — something that's tough to do in a larger city."

While a policeman's lot is not always a happy one . . . because of the

uncertainties, frustrations and dangers . . . the Kruger clan is perhaps the best advertisement any police force can have.



Pictured just before Claude's retirement in 1977. Left to right, P.C. Bob Kruger, Midland Detachment; former Detachment Commander, Guelph, Claude Kruger; P.C. Linda Kruger, Thunder Bay Detachment; and P.C. Bruce Kruger, Bracebridge Detachment.



C. Bruce Kruger, left, and father Claude, Claude's home in Bracebridge.

Elderly have a problem coping with traffic

by Lucy LaGrassa

It's 8:30 a.m. in downtown Toronto.

Cars are rushing in and out of the city; and frantic drivers are punching horns while watching for parking spots, traffic lights and crosswalks.

But what about elderly pedestrians trying to make it to doctors' appointments?

Statistics indicate some elderly pedestrians have difficulty coping with fast moving cars, pedestrian crosswalks, noise and traffic rules.

At 67, Tom Mahony is concerned.

So on behalf of Metro Safety Council, the former MTC Administrator, Transportation Safety, conducts seminars on pedestrian safety for senior citizens. He emphasizes that "when you're getting up there in years, it's difficult to tell how fast a car is moving."

He adds that elderly pedestrians are too often at fault in an accident, "getting struck when stepping in front of parked cars, walking aimlessly onto a street while daydreaming or while preoccupied with personal problems."

Mahony says, "I know some elderly people who don't use the intersection even when it's only steps away."

And since getting older is synonymous with getting slower, and most city traffic lights remain green for only 30 seconds, seniors often complain there isn't enough time to cross the street safely, insists Mahony.

But when it comes to streets with four lanes divided by a median, older pedestrians forget even spry young men and women can't make the light. So Mahony suggests: Cross



The "walk" signal gave these elderly folks the OK to cross the street safely.

half way and wait in the median for the next green light, then cross.

Others complain motorists zip by them when they're signalling at crosswalks. Mahony warns elderly pedestrians shouldn't blindly expect cars to stop immediately. Vehicles need a stopping distance. "So wait 'till the cars have come to a full stop before proceeding across the street," he explains.

Dr. Terrance Cleary, a resident of Summit Park Lodge in downtown Toronto, says it's easy for him to get motorists' attention by using his cane to signal at a crosswalk.

But the worst feeling for a pedestrian is panic. And that usually comes on when they're halfway across a street and the light changes.

Freezing on the spot or walking to and fro causes accidents — because the motorist can only guess at your next move.

Fred Smith, vice-president of the Etobicoke Expanders Senior Citizens Club, knows of a situation where this occurred.

"The man had just retired with a very good pension but was bored so he had a little job to keep busy. While walking across the street to work, the light changed. He kept walking back and forth in the middle of the road and the motorist ran over him. The poor fella never knew what hit him."

There are also those who never give crossing a street a second thought, practising unsafe actions such as standing in the centre white line between moving cars, resulting

in a false sense of security that can be wiped out with one wrong move.

Such heroics ignore the fact pedestrians are just one more object to watch for and can be overlooked by distracted motorists.

Then there are elderly citizens who prefer to go out only by taxi or when relatives pick them up and bring them back because they admit they feel their age.

For example, half the residents at Country Place Residence in Richmond Hill and Summit Park Lodge don't go out all winter. They take no chances — and this could create a problem. They isolate themselves from traffic situations, thus when the good weather arrives the confrontation with traffic can be a dizzying, even intimidating experience.

Even for those who do share the outdoors, there are problems. Says Bertha Wallace of Country Place: "I think strong sunshine and the dark are the two worst problems when crossing the street or going for a walk."

The manager at Summit Park, Mrs. G. Pilo and Mr. R. Simple, manager at Country Place, agree the elderly don't openly think they have problems as pedestrians. But Pilo said: "They are often impatient and do have physical limitations when walking," and Simple added, "they can be easily frightened by honking motorists."

Since old age is an eventual part of everyone's life, perhaps motorist should keep in mind that they too may have difficulty coping with traffic someday.

Here are the facts

Out of 85 pedestrians killed in Metro through 1978, 51 were 65 and over. That's 61 percent. And in all Ontario, 284 pedestrians died in accidents through '78, 66 of whom were over 65. That's almost 25 percent.

The elderly — almost nine percent of Ontario's population over 65 — must become watchful and safety conscious pedestrians if they are to survive in today's traffic.

SAFETY BRIEFS FROM AROUND THE WORLD

AUSTRALIA: A study in Australia reports the National Automobile Club indicates that within two years after the mandatory use of safety belts went into effect, eye injuries were reduced by 300 per cent, facial lacerations by 50 per cent and spinal injuries were down by 33 per cent.

* * *

U.S.A.: Young adults are injured in auto accidents far out of proportion to their share of the U.S. population, according to insurance studies released recently.

In a study of more than 53,000 injury claims, persons between the ages of 16 and 24 accounted for more than 30 per cent of the injury claims paid by auto insurers even though this group makes up only 17 per cent of the U.S. population. Persons under age 16 and those 65 and older were under-represented in the group sustaining injury, while those in the 25 to 64 age group reported injuries roughly in proportion to their share of the population.

* * *

U.S.A.: More than 40 per cent of the motorists convicted of drunk driving in Minnesota were found to have a definite drinking problem according to recent studies by the Minnesota Department of Pub-

lic Safety. The studies found: 31 per cent of the convicted drunk drivers had an identifiable drinking problem; 11 per cent suffered from a severe drinking problem; men accounted for nine out of every 10 drunk drivers; when arrested the drunk drivers had an average alcohol level of .17 — well beyond the legal limit of .10 alcohol concentration. To reach the .17 level, a 160-pound person would have to drink more than eight ounces of 86 proof liquor in one hour.

* * *

GERMANY: The latest in traffic computer systems will soon eliminate traffic jams in Germany's Ruhr area. Known as the Motorists' Guidance and Information System, the program will equip 400 cars with transmitters, receivers and an optical control panel. When setting out on a trip, a driver will register his destination. Wire circuits in the asphalt and road-side micro-computers relay this information to a central computer where it is processed along with existing traffic speed and density details. A dashboard monitor provides the motorist with data on diversions, weather conditions, the distance to the next service station and ideal speed. It also reacts violently

when the driver is following too closely or takes a wrong turn.



BRITAIN: Britain's Royal Society for the Prevention of Accidents reports on an unusual accident involving two motorists in Gutersloh, West Germany. The drivers were travelling in opposite directions through thick fog on a narrow country road. In order to see better both drivers craned their necks out their windows. As they passed, their heads collided. Although their cars were unscratched, both drivers had to be treated in hospital.

Pamphlet available on "Buying a Car"

The Ministry of Consumer and Commercial Relations have published a booklet entitled "Buying a Car Including Tips on Rust Inhibition".

The Motor Dealer Section of this Ministry registers motor vehicle dealers and salesmen in the province and their new booklet offers valuable suggestions based on many years of experience gained in settling complaints and investigating activities.

This handy guide should narrow your car-buying worries down to the bare period when they are most productive — before you buy.

Advance warning messages

An experimental electronic sign over the Q.E.W. eastbound lanes at Southdown Rd. went into operation recently, warning morning rush-hour motorists of traffic tie-ups ahead.

"Advance warning messages, such as 'be prepared to stop' and 'reduce speed' will provide an added safety feature to freeway drivers by reducing secondary collisions. It will also offer updated information to advise motorists of such hazards as congestion, poor road conditions or accidents ahead. There are 22 pre-selected messages," said Minister of Transportation and Communications James Snow.

Messages will be updated with the assistance of the present freeway surveillance TV cameras which scan the area for trouble spots. Detectors are also buried in the roadway to locate traffic jams.

The \$70,000 cost of the sign was shared equally between the Ministry of Transportation and Communications and Transport Canada.

"We are continuing to study future traffic management. If this project is successful, we hope to have similar signs on the QEW eastbound at the Highway 403 junction and a series of signs on the Toronto By-Pass section of 401," Snow added.

Changes in HTA

Two amendments to The Highway Traffic Act aimed at reducing tailgating by trucks and the lighting of all commercial vehicles came into effect May 1.

"To cut down on tailgating by commercial vehicles, trucks travelling over 60 kilometres an hour in Ontario are forbidden to follow any vehicle closer than 60 metres or approximately 200 feet," said Minister of Transportation and Communications James Snow.

"And commercial vehicles are required to have all appropriate clearance and identification lights on when operating after dark on any road anywhere in the province," Snow added.

These two amendments were part of a group passed last December but required proclamation before becoming law.

Perhaps most important in the original release was the allowing of a left-hand turn on a red light from a one-way street to another one-way street after coming to a full stop.

RIDE expanding

RIDE (Reduce Impaired Driving Program in Etobicoke) is expanding to cover all of Metro Toronto, said Metro Police Chief Harold Adamson in a recent announcement.

Launched in 1977 as a one-year experiment, the program proved to be a huge success. As of April 26, the RIDE squad stopped 184,778 cars and gave roadside breathalyzers to 2,509 drivers. Charges were laid against 860.

Adamson said the extended program will not require added manpower because officers from the current RIDE program will move to all parts of Metro.

ontario traffic safety

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Hon. James Snow, Minister.

H. F. Gilbert, Deputy Minister.



Staff-Sergeant "Robbie" Robson of the OPP was the first recipient of the Police Community Relations Award presented by the Provincial Chapter of the I.O.D.E. Robson received a standing ovation for "outstanding service" to the community. Left to right: Deputy Commissioner Ken Grice; Catherine Christmas, provincial citizenship secretary, I.O.D.E.; Staff Sgt. D.J. "Robbie" Robson, OPP community services branch; and Cecil Furness, past provincial president, I.O.D.E.

We Get Letters

Dear Editor:

I would like to say that "Ontario Traffic Safety" is a most interesting and valuable publication. It is circulated throughout our company and I'm sure that each issue has something of particular interest to each person who reads it.

Thanks for a fine publication.

R. P. Bourke
Manager of Engineering
Lear Siegler Industries Ltd.

Dear Editor:

I wanted to take this opportunity to write and thank you for the article in your January/February issue en-

titled "Know all the facts about tires". We feel that such public information on tires is very helpful to the cause of road safety. Thanks.

R. Alan Broadbent
The Rubber Association
of Canada

Coming Events

June 4-9 — Advance Driver Trainer Course, Ontario Safety League, 409 King Street West, Toronto.

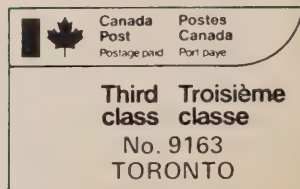
June 11-29 — Driving School Classroom Instructors Course, Ontario Safety League, Toronto.

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Ontario traffic safety



Ministry of
Transportation and
Communications

JULY/AUGUST 1979

New Regulations Proposed for Driving Schools

A Bill has been introduced in the Legislature by the Honourable James Snow, Minister of Transportation and Communications which will require driving schools to be licensed by the Ministry.

This move to license driving schools is a direct result of a response to the MTC Discussion Paper on Driver Education in Ontario.

It clearly indicated that the commercial driving school industry was in favour of provincial government involvement in regulation of the industry.

The proposed Act will:
provide for the licensing of driving schools;

ensure they maintain a high standard of instruction, business practice and adequate facilities;

remove the legislation and regulation regarding driving instructors from the Highway Traffic Act and include them in the new Act;

and require driving instructors to successfully complete an MTC-approved course.

By combining all facets of the driving school industry under one Act, the government will be better able to influence the quality of driving instruction in this province.

Mr. Snow emphasized: "We intend to make these details available to both the public and the commercial driving school industry, so they will have a further opportunity to comment on our proposals."

Copies of the Act will be available in all MTC Driver Examination Centres.

Dec. 1st trailers get life — plates

Beginning December 1, 1979, Ontario trailer plates will be permanent and reflectorized, said Minister of Transportation and Communications James Snow.

"As part of a general trend towards deregulation, we plan to issue trailer plates for a one-time fee of \$25," said Snow.

"This one-time fee will assist the trucking industry which in the past has had to locate trailers often in use anywhere on the continent each renewal time. And in the long run, the new system will provide a cost-saving for both private and commercial trailer owners and the Ministry," added Snow.

Surveys indicated 16 years is the average life for the over 700,000 trailers now registered in Ontario.

At today's fee of \$5 per year, the cost of registration for the lifetime of the average trailer would be \$80 compared to the new one-time fee of \$25 — a possible saving of \$55 for an owner.

Private trailer owners will experience the same long term savings as commercial operators and should have increased equity in their rig at the time of sale because of the permanent licence.

Facts and Figures

	1977	1978
Total Reportable Motor Vehicle Accidents . . .	218,567	186,363
Fatal Accidents . . .	1,213	1,263
Personal Injury Accidents . . .	63,787	62,664
Property Damage Only Accidents . . .	153,567	122,436
Persons Killed	1,420	1,450
Persons Injured	95,664	94,979

Handicapped driver says. . .

“It’s a licence to live”

Most of us take a driver’s licence for granted.

We take a few lessons. We make an appointment and take the test. It’s simple.

Unless you’re handicapped.

The handicapped person’s life can be changed by a driver’s licence.

This was explained dramatically by Kevin Doyle, a placement councillor with the Bureau of Rehabilitation, Detroit, at the second annual seminar on driver training for the physically handicapped, held at Lyndhurst Hospital in Toronto.

Sitting in his wheelchair, Doyle said: “Driving has meant everything to me — it has meant my livelihood, my independence and my positive state of mind.

“If you can’t get to work, you can’t get a job. And we all know, without a job, there’s no money, no home or all the things you take for granted. For a handicapped person, getting there has always been the problem.”

Doyle is totally independent, driving his own van. “I can get in it, out of it, close it up and drive it away — all by myself. I probably wouldn’t be here today in Toronto, or even working, if I couldn’t drive.”

There are thousands of “Doyles” in Ontario, all hoping they too will be given the chance at independence

through a driver’s licence.

Marg Young, occupational therapist at Toronto’s Ontario Crippled Children’s Centre, initiated the driver education program for handicapped people in Ontario.

“We can’t guarantee everyone success in our program” said Young, “but we can give them the opportunity to try.”

Young went on to explain there have been so many mechanical advances made in recent years that even those who thought they could never drive now have new hope.

However, once they get a licence, they still have a problem because “you just can’t go out and buy a car suitable for a handicapped person. It must be adapted for each individual and that costs money.”

But according to Jack Longman, disabled himself, chairman of the Ontario Advisory Council on the Physically Handicapped: “We are committed to the idea that handicapped people should be driving automobiles and we are studying ways autos can be put into their hands. I know the day I learned to drive, changed my entire life.”

For obvious reasons, not all handicapped people can hope to drive. But they can be provided with transportation services, enabling



Kevin Doyle with his First Place Trophy at the 1st Annual Car Rodeo for physically disabled licensed drivers. Marg Young in background.

them to become vital and contributing factors in our way of life.

With this in mind, MTC has made a commitment to provide subsidies to municipalities wishing to set up specialized transportation services for these handicapped.

In a statement to the Legislature Minister of Transportation and Communications, James Snow said the province would contribute 50 percent of the costs incurred in providing such services as of July 1st this year.

Rodeo for handicapped drivers huge success

The 1st Annual Car Rodeo for physically disabled licensed drivers took place at Don Head Secondary School in Richmond Hill. Judging was provided by the Ontario Trucking Association and The Lions.

There were 20 participants in the Rodeo, most of them from Toronto.

Kevin Doyle, a placement councillor with the Bureau of Rehabilitation, Detroit was the first place winner scoring a total of 331 points.

Second place winner was Brian McDermitt of Toronto with 314 points and third place went to Russell Guardhouse, also of Toronto, with 312 points.

Each participant was required to pass six events — a curves test, a straight line test, a parallel parking test, a garage test, a serpentine test, and a written test.



The serpentine event requires the vehicle to pass alternately between barrel markers in the directions specified to determine the driver's ability to steer the vehicle within close limits.

Only the best — for school buses

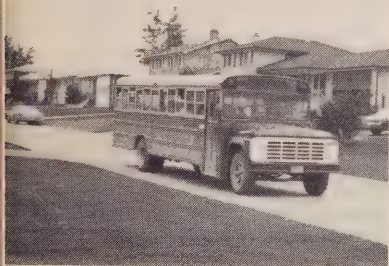
School bus drivers must be responsible and reliable. The children depend on them. And so do parents.

That's why Ontario's licensing standards for school purposes bus drivers are tough — and precautionary.

In the 1977-78 school year, three deaths occurred in school-bus related accidents — none in the bus — even though 60,583 students were transported 1,052,051 km daily.

Only drivers with a class B licence can drive any size of "school purposes buses". Class E drivers are limited to driving school buses carrying up to 24 passengers. In Ontario, in 1978 there were 22,640 class B drivers and 1,200 class E.

Every driver must be 21 or over, meet MTC medical and vision standards and successfully complete a



driver improvement course approved by the Minister.

School purposes bus drivers have to measure up to many other prerequisites. Most important, they must achieve the high level of professional driving skills necessary to provide the safe and efficient transportation of school children. And their safety has to be the drivers' foremost concern.

Part of being a safe school bus driver is knowing the vehicle and how it operates. Sound knowledge of equipment maintenance and daily routine checks of the vehicle are part of the job.

With a further eye to the children's safety, each driver-applicant has his or her criminal record checked for sexual and/or morals offences.

Also disqualified are those convicted or found guilty under sections 3 or 5 of the Narcotic Control Act of Canada covering drug possession and/or trafficking.

(continued on page 6)

Car Care Quiz

The term "Old Wives Tale" is becoming obsolete in these times of sexual equality. Nonetheless, there remains a vast body of myths and false sayings that merit debunking. After all, handling toads does not really cause warts and eating fish doesn't do much for brainpower.

The automotive world has its share of maintenance myths that have earned obsolescence. This quiz asks you to separate fact from fancy by answering the questions with TRUE or FALSE.

- | | T | F |
|--|--------------------------|--------------------------|
| 1. In summertime, it's best to keep tires underinflated because warm temperatures will cause heat buildup. | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. To improve gasoline mileage, it's best to buy a higher octane fuel. | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. It is generally a good idea to replace spark plugs annually. | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. The primary cause of most starting trouble is a weak battery. | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. If you install permanent anti-freeze in your car, it's best to drain it in summer and replace with distilled water. | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Removing emission controls will automatically increase fuel efficiency. | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Your car will get about 20 percent better gas economy at 55 miles per hour than at 70 m.p.h. | | |
| 8. Electronic ignition systems completely eliminate the need for engine tune-up. | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Misfiring spark plugs are leading contributors to excessive hydrocarbon emissions. | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. If there is no sign of smoke coming from the tail pipe, a car is not polluting. | <input type="checkbox"/> | <input type="checkbox"/> |

Answers:

1. False. Both underinflated and overinflated tires wear prematurely. Also, underinflated tires cause excessive fuel consumption. Keep tires inflated to manufacturer's recommendations for long wear, best gas mileage.
2. False. Octane does not affect fuel mileage. For economy, use the lowest price gas that will not hamper performance.
3. True. Under current driving conditions and at average annual mileage, yearly plug changes will yield optimum fuel economy and emission control.
4. False. According to recent studies, tune-ups are twice as effective a remedy for starting trouble as is battery service. A run-down battery may be the symptom of ignition system trouble rather than the cause.
5. False. The term anti-freeze is a misnomer. The substance in the mixture is designed to protect engine cooling systems.
6. False. According to the Environmental Protection Agency, removing emission control devices may in some cases even cause loss of fuel economy.
7. True. High speeds are wasteful of fuel.
8. False. Electronic ignition systems eliminate breaker points and condensers. Most other parts of so-called conventional systems remain and need attention.
9. True. In recent tests merely replacing spark plugs alone resulted in an average 24 percent reduction of HC emissions.
10. False. Carbon monoxide and some hydrocarbon emissions are invisible. Most smoke emanating from tail pipes comes from gasoline that has not been properly ignited or from oil seeping into the combustion chamber.

London Free Press

Professional truckers: a whole new breed

They're a new breed.

No longer do they sit in their big rigs with bulging biceps studded with tattoos, needing a shave, chewing cigars and shamelessly chasing waitresses around tables at every truck stop.

The professionals have arrived.

They sit in big rigs with a truck driving course under their belts, wearing pressed pants and a Pepsi-dent smile.

These truck drivers have one of the top 10 paying jobs in the country.

And it's schools like George Brown College that churn out this new breed of safety-conscious professional.

Sean Donovan, chairman of the Driver Training Course at George Brown's Polson St. campus, said the students "learn how various trucks operate and how to drive defensively all year round. The course is designed to give them a basic sense of handling any size truck safely.

"It's really a profession now. Most people are under the impression anyone can be a truck driver. That isn't true. Driver education is essential. Drivers who don't understand a vehicle's capabilities cannot drive as safely as those who do," Donovan emphasized.

Many entering the course feel stereotyped by the know-nothing image of truck-drivers. This "I can't do anything else, so I'll drive a

truck" attitude is common. But Donovan said it doesn't take long before students appreciate the skills involved and understand what the industry has to offer.

"The image of the truck driver should include the poor guy out there in the middle of Highway 401 on a cold, miserable, winter night, parked on the side of the road in a truck that has a flat — and he can't get a service truck. It's a tense job with a lot of anxiety behind it," Donovan said.

The most noticeable change in the trucking industry's image is the addition of more women. In the last three years, more women than ever before have taken the course and are now working in the industry.

Donovan pointed out a definite advantage. "Women now drive with their husbands or boyfriends on long trips. He'll drive half and she'll drive the other half. And the problem of him being away from home is solved."

The college offers two courses. The "Straight Truck Driving Program" prepares drivers for a class D licence, essential to drive any truck or combination provided the towed vehicle isn't over 10,000 lbs.

The more advanced course is a "Tractor-Trailer Program" which trains drivers for their A licence — the highest class obtainable for the driver who must be able to handle

any tractor-trailer or truck-trailer on the road.

"Our A course is too difficult for someone to come in green and learn all there is to know about tractor-trailers," Donovan said.

The five-and-a-half acre campus is mainly used for initial training and practicing manoeuvres, including basic handling, coupling and uncoupling, vehicle inspections, air brake systems and more. This takes about a week.

"It's important to familiarize students with the vehicles. Then they are taken out in light traffic by the instructors and shown the proper way to operate rigs in various traffic situations," Donovan said.

For the tractor-trailer course, most training is done on trucks that require fast shifting. City driving is emphasized to improve their skills and familiarize students with shifting practices and clearance restrictions. "Their skill definitely improves with more runs in the city," Donovan stressed.

Training runs on the highway focus on proper exiting from high-speed highways. Slowing down and shifting down are the only way to avoid the all too common tractor-trailer ramp jack-knife accident.

"Most students inevitably exit too quickly. And it's usually because they don't understand that the trailer follows the cab in a forward direction. It just can't turn and stop suddenly. And if it's expected to at high speeds — the tractor-trailer jack-knives," Donovan explained.

This is only one of the defensive driving techniques students must learn.

Donovan said he was shocked to discover "many of our students have never been taught defensive driving and don't know the rules of the road.

"We teach students the importance of maintaining their following distance even during rush hour. Trucks cannot travel safely on slippery roads at high speeds, and those that do are usually driven by drivers who are uneducated about the consequences. We also explain winter driving and skidding," he added.

But above all, the school stresses the importance of understanding what's under the hood of a cab.

"We show them how the engine works and why it works. We emphasize the power train; the engine,



Sean Donovan, chairman of the Driver Training Course at George Brown's Polson St. campus, demonstrates professional driving techniques.



A class A driving student is ready to hop into one of the college's diesel tractor-trailer units and practice manoeuvres on the five and a half acre driver training campus.

clutch and transmission. We have parts on campus for them to study. But it's like any kind of training — after three or four weeks they know the basics but they're not experts," Donovan said.

Initially, some students aren't receptive to criticism about their driving techniques. Donovan said, instructors have to prove to the students they know what they're talking about. "We get a few people who aren't willing to change their bad habits — regardless. They just think they're right."

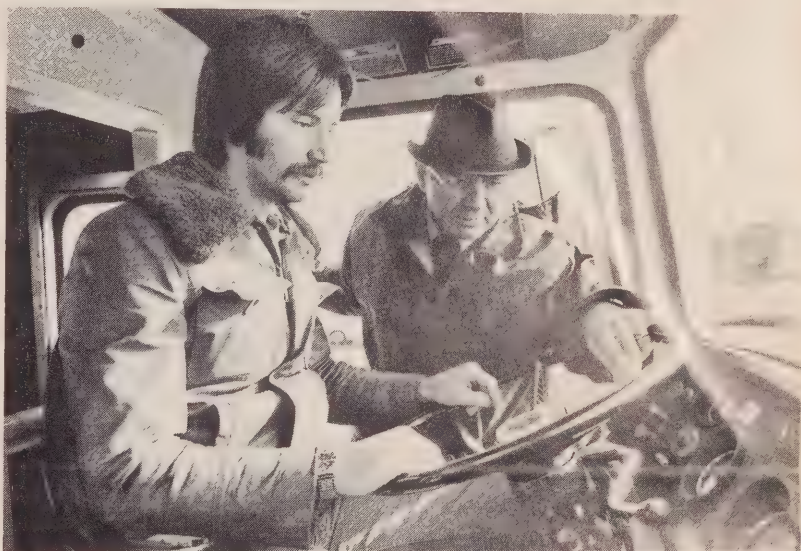
Then there are those who used to drive trucks with a chauffeur's licence and neglected to switch to the new classification. Now they have decided to drive a tractor-trailer again.

The majority of students are sent on the course by Manpower from across the province. Others take the course at their employer's request — to either upgrade licences or because they've been in a few accidents.

The smallest number of students are the general public or conscientious drivers on a refresher course.

Though the college offered these two courses before MTC reclassified driver licences, the official change has had a direct benefit on the school's programs.

"Working with the same standard throughout the industry is the greatest thing MTC ever did," Donovan said.



Driving instructor William Boos, reviews the various functions of dials and knobs in a tractor cab before taking a student for a driving lesson on downtown Toronto streets.

Before driver reclassification was introduced in 1976, unqualified applicants could enroll in the tractor-trailer program by saying they already knew how to drive a straight truck. At that time the school didn't have a pass/fail system and most everyone got a certificate.

"Now there is a standard to go by. If students come in and want to take the A course, they can't unless they have a D licence. So they'll enroll in the D course, then take the A course. In the end, they're better professional drivers," Donovan said.

The school was expecting the reclassification so in preparation, the D course was revised to fill in all anticipated MTC requirements. Also, a truck was converted into a dump truck to join the other small trucks and vans on hand for retraining.

The three-week straight-truck course costs \$30 and offers 90 hours of training. The four-week tractor-trailer course costs \$40 and runs 120 hours. There are 10 hours of theory in each course. The rest of the time

(continued on page 8)



Drivers lament: Dear me, dead deer!

The increased deer population in agricultural southern Ontario is the prime factor in the growing number of deer being killed on Ontario highways.

Although 1978 statistics have not been completed, '78 figures for the Cambridge area, for example, show a dramatic jump from 208 deer fatalities in 1976 to 270 in 1978.

In the Niagara Peninsula about 300 are killed each year while 200 to 250 are killed in the Aylmer area. And those figures are rising.

Overall fatalities for Ontario in 1976 totalled 670.

Murray Smith, program co-ordinator, deer management, Wildlife Branch of the Ministry of Natural Resources (MNR) estimates there were a great many more deer fatally injured but never reported.

According to Smith: "It's difficult to get a true figure because we know many animals are injured in accidents, then run off only to die later of their injuries.

There hasn't been an open season on deer in southern Ontario's agricultural area in over 10 years and Smith says public attitudes toward deer hunting has a lot to do with it.

"It seems people aren't against hunting . . . unless it's deer. Those big brown eyes really get to them."

Archers, however, are allowed to hunt deer but their effect on the herd is minimal.

Subsequently, herds have increased in size and deer are wandering out onto highways.

Sgt. Hawke of the Kitchener Detachment of the OPP says most deer-car crashes occur under normal driving conditions.

He added: "And although there are warning signs posted along highways, motorists are still hitting deer. Damage usually runs around \$500. Considering the number of accidents we've had in this area, that adds up to a lot of insurance money."

Are there any solutions?

Well, in Pennsylvania, they found that the typical four-foot fence used to delineate interstate highway rights-of-way did not deter white-tails. To be truly effective, higher fences would have to be used and there is always the chance deer would still get onto the right-of-way and be fenced in instead of out.

In Michigan, officials tried road-

side mirrors and concluded they, too, were useless.

It seems to be a "damned if we do and damned if we don't" situation. On one hand, there are those who advocate hunting as the only sure method of thinning herds; on the other, there are those who abhor all facets of hunting.

Whatever the outcome, MNR and the Ministry of Transportation and Communications will continue to seek ways and means of minimizing the risk of deer/car collisions on our highways.

It seems the motoring public are always being told to drive carefully. The Ministry is constantly "pushing" safety through billboards, radio commercials and safety campaigns. Still we have accidents that kill and injure.

Statistics are just numbers unless it's your family who have suffered the loss.

Perhaps the following poem written by a mother who lost her 17-year-old son in a traffic accident will mean more than billboards, commercials and statistics.

Careless Driver

To you the careless driver,
Please listen to this poem,
For you took away a loved one,
From our happy home.
You made us lose a Mother,
Or you made us lose a Dad,
Or else a son or daughter,
And you made us all so sad.
Please be a careful driver,
Perhaps then our grief we'll bear,
So no one else will suffer,
Because you drove with care.

Marjorie Smith

Only the best (continued from page 3)

A driving record free from serious offences is also mandatory. Six or more demerit points, suspensions within the previous twelve months because of any Criminal Code of Canada offence involving motor vehicles, speeding 50 km/h over the limit, careless driving, racing on the highway or leaving the scene of the accident — all constitute reasons to disqualify potential school bus drivers.

Drivers convicted or found guilty, within the preceding five years, of two or more offences committed with

a motor vehicle on different dates under Canada's Criminal Code aren't permitted to drive a school purposes bus.

Once all these prerequisites are cleared, applicants must pass an MTC written examination. Then they must take a road test in the appropriate bus for class B or E.

Though school bus drivers are well screened, we can all do our part to help keep our school children safe by obeying the law . . . when you see the school bus flashing its red lights — stop!



Sgt. David Yakichuk has been elected President of the Ontario Traffic Conference. Sgt. Yakichuk was formerly Chairman of the Traffic Safety Officers Workshop, OTC.

Accident rates round the world

About 5,200 Canadians die in highway-related accidents each year, more than the combined total of those who die from breast cancer and leukemia.

Total casualties last year were almost comparable to those of Canadians in all services killed during the final eight months of World War II.

In the U.S., highway deaths topped 50,000 in 1978 — for the first time since the 88-kilometre-per-hour speed limit was enacted in 1974. That represented an almost five-percent increase over 1977.

How does the North American experience compare with those of other countries? Depending on whose statistics you believe, Brazil and Israel have the world's worst road accident/death rates.

In Brazil, 25.9 people are killed for every 10,000 road vehicles, forcing the government to launch a shock/horror advertising campaign to curb the trend.

Traffic fatalities in Israel are now running at an average of 700 a year among a licensed driving population of 500,000.

Few African countries publish statistics on road accidents. One exception is Kenya, where 1,588 people were killed in 1978 and 10,700 injured — alarming figures in a country that has less than 3,200 kilometres of paved roads.

African safety officials believe the problem lies with the automobile's novelty, driver inexperience and the absence of safety requirements.

NEWS BRIEFS

STOCKHOLM: Swedish motorists are now required to keep low-beam headlights on at all times while driving. Officials expect the regulation to improve visibility and reduce accidents. Eventually a new type of headlight is to be developed for daylight use, a light which will be brighter than the average European parking light but not as much as present low-beam headlights.

U.S.A.: From 90 to 95 percent of drinking drivers initially "cause" the highway accidents in which they are involved, according to a major study by the Calspan Corp. Advanced Technology Centre. Some significant findings included: Drivers who did not finish high school were much more likely to have been drinking in accidents than those who had attained higher educational levels; more than 70 percent of the accidents studied occurred on roads the drivers travelled at least a few times a week; about 85 percent occurred on roads drivers used at least a few times a month.

U.S.A.: Meeting the American government's 1985 fuel economy goals would cost three times what it did to put a man on the moon, say representatives of the "big four" auto manufacturing companies. They argue meeting the goal of increasing the average car's "kilometrage" per litre from five to nearly 10 by 1985 would require an investment of some (U.S.) \$80 billion. This is double what the industry spent over the last eight years and "more than the combined profit of all American corporations in 1975" according to a Chrysler Corp. vice-president.

CALIFORNIA: Sending California motorists with multiple drunk driving convictions to an alcohol treatment program appears to be

no more effective in deterring their tendency to drink and drive than suspending or revoking their driver's licences. According to a study conducted jointly by the Department of Motor Vehicles and Department of Alcohol and Drug Abuse, motorists sent to the 12-month treatment program had worse driving records and showed no improvement in their drinking habits than similar drivers who had their driver's licences suspended or revoked.

DETROIT: The cost of driving soaked up more than a quarter of Americans' personal income in 1978 — the highest percentage ever — months before it began facing the reality of \$1-a-gallon gasoline, a new study shows.

The study, released yesterday by the Hertz Corp., the rental and leasing car agency, put the average cost of owning and operating a car or truck at \$2,027, a record 17.7 percent increase over 1977.

Total spending on vehicle use amounted to \$442.1 billion — \$248.1 billion on passenger cars alone — or a record 25.1 percent of the nation's personal income.

This translates to nearly 30 cents a mile per vehicle, up 13.6 percent from the 27.1-cent-a-mile average for 1977. When cars alone were gauged, the per-mile expenditure amounted to 22.8 cents, a 10.2 percent increase from 20.7 cents in 1977.

BRITISH COLUMBIA: Following a 10 month pilot project, police in B.C. will now be permitted to use videotapes of drunk drivers in court. The videotapes, admissible in court as evidence, will be available for viewing by the driver and his lawyer prior to a court appearance. The accused will then be better able to decide whether to plead guilty or not to a drunk driving charge and will be able to see how foolish he looked the night before.



The Ministry's Safety Caravan will be visiting Fall Fairs all over Ontario this summer. Following is the list of Fairs and the dates we'll be there. George Johnston, a Ministry Public Relations Officer, will be manning the trailer. Why not drop in and say hello to George? Woodstock Agricultural Fair, Aug. 20-26; Paris Agricultural Fair, Aug. 31-Sept. 3; Lincoln Exhibition Centennial, Beamsville, Sept. 5-9; Acton Agricultural Fair, Sept. 14-16; Bolton Agricultural Fair, Sept. 21-23; International Plowing Match, Kent County, Sept. 25-29; Elmvalle Agricultural Fair, Oct. 5, 6, 8; Walkerton Agricultural Fair, Oct. 11-14.

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If not, please forward the mailing label with your correction to:

Editor

Ontario Traffic Safety
Ministry of Transportation
and Communications
1201 Wilson Avenue
West Tower, Main Floor
Downsview, Ontario M3M 1J8

Coming Events

Sept. 23-30 — School Bus Safety Week in Canada.

Sept. 28-30 — Canada Safety Council, 11th Annual Safety Conference. Quebec-Hilton Hotel, Quebec City.

Nov. 28-29 — Traffic Safety Officers Workshop, Ontario Traffic Conference, Cara Inn, Malton.

ontario traffic safety

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Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.

Editor: Sharon Bagnato

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Truckers (cont. from page 5)

is spent behind the wheel.

Staff is comprised of eight instructors, one technologist, the secretary and chairman. Together they handle two courses per program daily. The morning class begins at 8:00 and goes through 'till 2:30 p.m., the second runs from 2:30 'till 9:00 p.m. Saturday courses are also available at a cost of \$250.

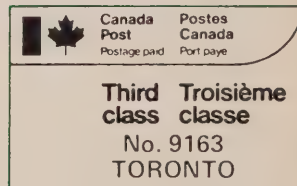
There are 35 tractor-trailer students and 14 straight truck students in the day classes. Applicants for both courses must be at least 18 years of age.

The school has 17 training trucks in total — six straight trucks, five diesel units and the rest gas tractors. The smallest truck on hand is a three-ton straight and the heaviest is a caterpillar formula, 9-speed, twin-screw.

It was the industry's constant need for qualified professional truck drivers that initiated the course in 1967. In co-operative effort with the college to get the course underway, the trucking industry loaned trucks for training purposes.

Only 12 years later, Donovan took a survey to see how many people who have taken the course are actually working in the field. "We came up with a surprising 98 per cent from the people we contacted — and we feel that's excellent," he said.

With the trucking industry depending on this new breed of safety-conscious professional to transport goods, our highways will surely be a safer place.



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Ontario traffic safety



Ministry of
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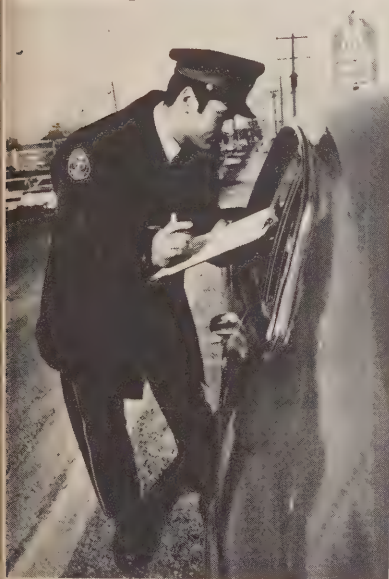
SEPTEMBER/OCTOBER 1979

R.I.D.E. is now Metro wide

Like a play which had its tryout in suburbia to rave reviews, RIDE is now headed for the big time.

Started in September, RIDE, originally launched in Etobicoke in late October 1977, will "play" Metro Toronto's boroughs, as well as the City of North York.

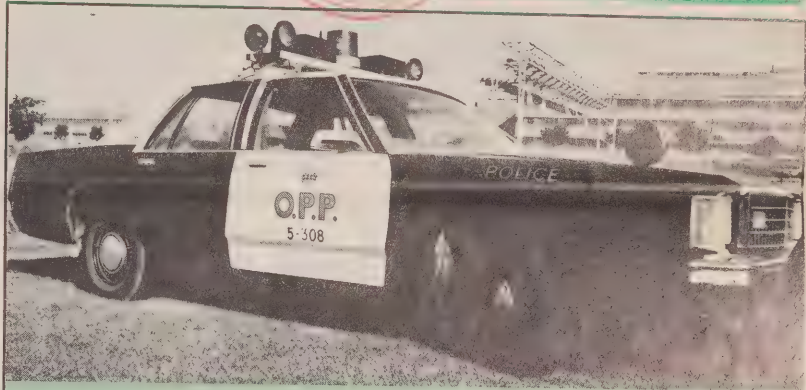
"We're going to cover every square inch of Metro" said Al Nield of the Addiction Research Foundation and originator of the idea.



"The information gained from such a program is invaluable," said Nield. "In Etobicoke, we only had 300,000 residents. Metro will provide us with driving statistics on two and a half million residents and such stats are vital for evaluation."

The new program will be known as Reduce Impaired Driving Everywhere in Metro (RIDE Metro) and will be co-ordinated by Metro police Sgt. Don Colbourne of the community services branch.

The first program involved 18 police officers in well-identified



Will empty cruisers fool motorists?

The case of the Missing Constables.

It added up to a unique experiment the OPP is using in an attempt to slow speeding motorists.

It was a simple and original plan initiated over the past Civic Holiday and Labour Day weekends and it added up to unmanned black and white police cruisers parked at highly visible sites alongside provincial highways.

The idea was to fool speeding motorists into thinking they were manned which would force them to slow down.

Did it work?

Only time will tell. But according to Tim Crowthers, an admin. assistant with the Ministry of Transportation and Communications, "they were very effective".

"I know I slowed down and so did a lot of other motorists I saw while driving up to my cottage

that weekend. When the first cruiser came into view, my immediate reaction was to slow down. I couldn't tell if anyone was in it, but I wasn't taking any chances."

And that's the kind of attitude the OPP was hoping for.

The cruisers or "scarecrows" as they are called were put into use because of the increase in the number of accidents on Ontario highways, many of which — research indicates — result from speeding.

Trying to effectively deal with speeders is close to an impossible task because police cannot be everywhere at once. But something had to be done.

So, if beefed up-patrols, radar and spotter planes are not enough, maybe the job belongs to those empty cruisers alongside Ontario highways.

cruisers working around the clock in Etobicoke, stopping as many as 500 motorists in any of the 120 different roadside spot checks.

Drivers stopped were approached by a courteous officer, asked for their licence, proof of insurance and car registration. The program was explained while the officer watched for any signs of impairment or the smell of alcohol.

Usually this took less than two minutes of the motorist's time

RIDE Metro will have 100 officers following the same format.

It seems RIDE has been a deterrent to drinking drivers in Etobicoke. With more manpower and many more spot checks, it should prove to be a greater success in Metro.

Who knows? If successful, the next step could be RIDE Ontario.



Camp Samac: For school safety patrol officers

by Cindy Weeks

Question: Where would a policeman be punished for putting his elbows on the table?

Answer: At the Ontario Motor League school safety patrol officers training camp at Oshawa's Camp Samac.

At the training camp the policemen who acted as instructors for the 250 school patrollers became involved in the boistrous camp atmosphere alongside the kids.

This was the environment and camaraderie that met special guests on graduation day. The culmination of a week of training and just plain fun for school safety patrollers.

The patrollers were chosen to attend camp for their leadership abilities by their schools in Etobicoke, North York, Scarborough, Simcoe, Muskoka, Midland, Penetang, Durham, Innisville and Barrie.

At camp, police safety officers taught how to operate efficient foot and bus safety patrols, including on-the-job training at simulated intersections and simulated school bus emergencies.

First aid was another part of the training — a St. John Ambulance course. All this was liberally mixed with regular camp activities such as swimming, sports, recreation and relaxation.

According to co-ordinator Pat Curran, the patrollers camp has become a yearly event since it's start in 1970. And it's gotten bigger every year, reaching 1979's total of 250.

Special guests invited to attend graduation day ceremonies included representatives from the OPP, Durham regional police and others plus Judge C.O. Bick, president of the Toronto OML club and Oshawa Mayor J.H. Potticary.

After lunch and speeches, the special guests were treated to a demonstration of the patroller's newly-learned skills, including guided crossing exercises, emergency handling drills, and routine loading and unloading techniques.



Mayor Potticary of Oshawa is pictured standing at centre talking to School Safety Patrollers on their graduation day from training camp. To the right of Potticary is Judge C. O. Bick president of the O.M.L. Toronto club. Standing to the left is Pat Curran the camp co-ordinator.



School bus patrollers demonstrate how to evacuate a school bus in case of fire. The smoke in the picture is real to simulate the actual emergency and show the need for a speedy evacuation.

Bicycle plus children spell trouble for drivers — and their parents

Kids will be kids.

And that's why parents should stress the importance of bicycle safety and set examples for their children.

A Metro police safety officer, Constable Wray Lusk, said: "Many parents buy bicycles their children will 'grow into' then unwittingly let them ride a bike in the streets without any previous instruction . . . a bike they can't even control."

Every school in Ontario has safety officers who teach children bicycle laws and rules of the road. And as a teaching aid, they use MTC's pamph-

lets, Ontario Laws and Your Bicycle; How to be an Expert Cyclist; and the Bicyclist's Handbook in English and French.

Various police forces also hold bicycle rallies and rodeos for children which turns learning bicycle safety into a competitive sport.

"Unfortunately", explained Lusk, "many children don't use what they've learned when riding on city streets. This is partly because they don't see adults following the rules or hand signalling — and they don't want to be called "sissy" by their peers."

The No. 1 rule every bicyclist should remember is: Bicycles are vehicles under The Highway Traffic Act and as such are subject to the same rules as motor vehicles.

Staff Sergeant Donald Walker, Metro police safety co-ordinator, sums it up by saying, "Traffic laws and signs are made for the protection of all people."

Bicyclist riding habits are developed in part from the environment. So, naturally, different environments present different problems for police who try to enforce the same safety rules.

Lusk said the big problem in Metro is children riding double on bicycles and disobeying traffic signs and signals. Any of these actions could lead to fatal accidents on busy city streets.

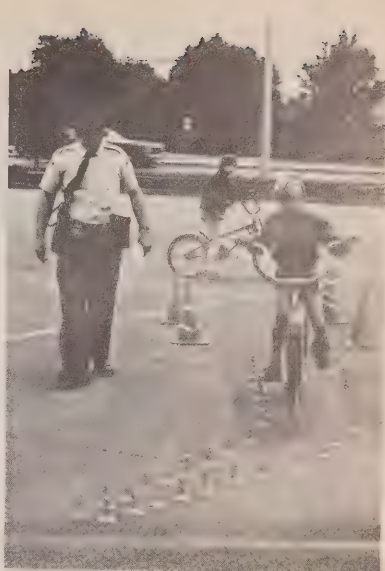
Unlike Lusk, OPP Constable Dennis Tappenden, community services co-ordinator for Manitoulin Island and the District of Sudbury, said his biggest problem is children riding five abreast in the middle of the road and zooming from side to side.

"In the schools, we emphasize riding safely in our rural environment. One car may come by every three or four hours so that gives the kids a false sense of security.

"Many children around these parts have motorized bikes when they get to be 10 or 12. They go zipping around without any protective equipment because they're usually riding on private property," Tappenden said.

He says his most effective tool in teaching traffic safety to children is his "safety village".

"I simulate city streets furnished with pedal and electric cars. When the children enter the village they are tested on the rules of the road. In



Glen Warford, 8 years old, tries the diminishing clearance event to determine his ability to steer through a narrowing space.

six minutes they can learn it all," he explained.

Just as the problems vary from big city to small town so do the methods of enforcing bicycle safety.

In Metro, if an officer stops a child for running a stop sign on a bike or any other traffic violation he is given a verbal caution and a letter relating the offence is sent to the parents. If the same child is caught a second time the officer drops by the home to speak with the child and parents.

In 1978, over 5,000 "caution" letters were sent to parents in Metro and only 25 children were repeaters.

Tappenden, on the other hand, uses a variety of methods when teaching safety. "In small communities, you have more control over the children because you usually know their parents. After I stop a child on a bike for a traffic violation and explain the seriousness of his or her action, I may ask them to report to the OPP station to wash cruisers or even ground them for a week. Usually I inform their parents and have their support," he said.

All safety officers depend on parents' support to enforce bicycle safety.

And the best advice to parents to remind their children to ride on the right side of the road — even if there are no cars around, follow signs and signals; don't ride double make sure the bike is the proper size; check the bike before setting out, and wear light-coloured clothing at night with the proper lighting on the bicycle.

Bike Rodeo at Albion Mall

Shoppers World Albion and Metro Toronto Police held their annual bicycle rodeo on the Rexdale-area parking lot.

In spite of rain which kept attendance down, over 75 enthusiastic youngsters came out to test their driving skills.

The course, divided into six skill-testing events, consisted of a serpentine to determine a driver's ability to go around parked cars or obstacles on the roadway; a straight line to check driver balance; diminishing clearance to determine driver ability to steer through a narrowing space; a stop-sign controlled intersection to determine driver's knowledge of correct stopping procedures; and a figure eight to test driver balance while continuously turning.

There were six categories for boys and girls ages six to nine; 10 to 12; and 13 to 15 and winners included Tracy Palmer, nine; Portia Barriffe, 10; Terry Durette, 14; John Greenaway, seven; Michael Tasielli, 12 and John Sorrentino, 14.

John Sorrentino was over-all winner and received a \$25 voucher from Shoppers World, a trophy, and his name will be placed on a plaque on display in Albion Mall.

P.C. Wray Lusk, safety officer who co-ordinated the events, said: "Rodeos play an important part in instructing youngsters on the safe way to drive a bike. It's amazing how little they know about safety rules, so whatever they learned here today is to their benefit and believe me, they want to learn — and do."



The crowds are big, but what are they watching? It's MTC's popular Theater-in-the-Small.



The exhibit takes up 2,925 square feet and encompasses a variety of interesting displays.



Ann Cederberg, CNE Hostess, uses the computer to check vehicle and driving records.



Electronic driving simulators, known as vidi-cars are

'Ex' marks the spot . . .

This year's MTC

West of the ferris wheel and east of the fountain stands the Better Living Centre at the CNE — the home of the colorful, as well as informative, Ministry of Transportation and Communications exhibit.

It is estimated two million people will have visited the exhibit this year. The 2,925-square feet allotted to MTC is a far-cry from the phone-booth-like quarters the old Department of Highways had in the Ontario Government Building in 1927.

Fifty-two years later and now located in the north-west corner of the Better Living Centre, the exhibit is a refuge from the heady aroma of hot dogs and french fries.

It offers the weary public a chance to check their driver's licences; test their skills against the wizardry of electronic vidi-cars; or just rest their feet while enjoying the Theatre-in-the-Small.

Hostesses

Attractive hostesses, easily recognizable in their green-and-white uniforms, provide assistance and information.

According to hostess supervisor Pat Murphy: "I've worked for the Ministry at the CNE for the past three years and I always look forward to it. It's fun. Sometimes, we're stumped for answers but there's always an information officer on duty to handle the toughies.

Licence Check

"Sometimes, as people go through the computerized licence check, there's the odd groan. You'll hear



traction at the "Ex".

Exhibit a hit at CNE

Five points! How could I lose five points? The machine must be wrong.' And I just explain that, unfortunately, the machine is nearly always right."

Most people don't realize that (a) speeding is the quickest way to get fewer merit points and (b) it takes two years for an offence to be erased from the record.

Last year 28,000 driving licences were checked at the CNE and this year a new feature was added: A car owner can now have his licence plate number entered in the computer to see if all the information on file is correct concerning the ownership of the car, color, style and model.

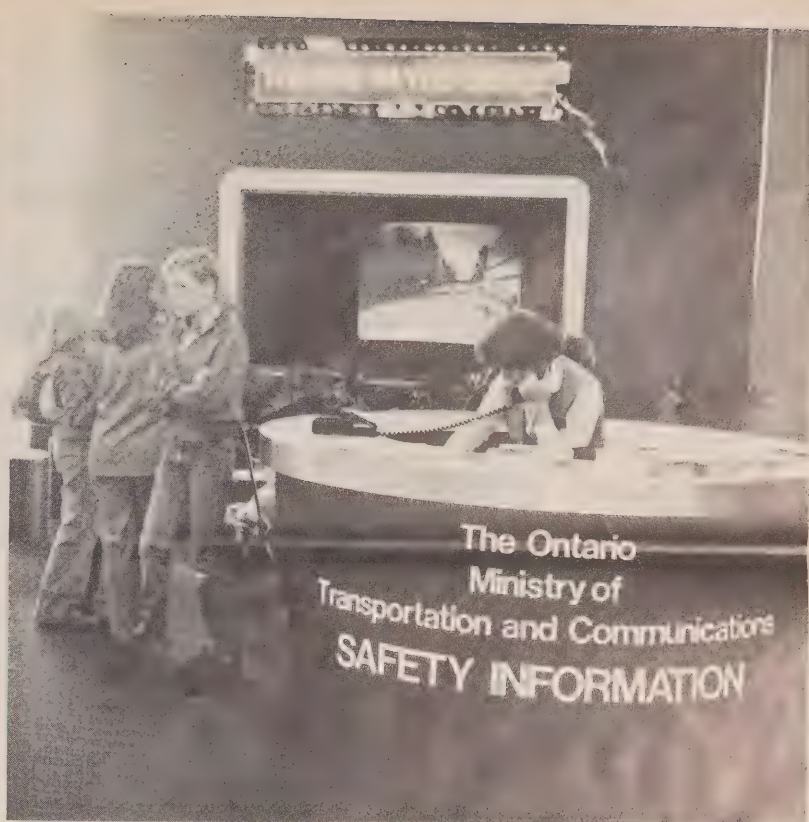
Vidi-cars

Some of the most popular attractions are the ultra-sophisticated electronic driving simulators, known as vidi-cars. These devices can put you in the middle of Highway 401 on a holiday weekend or into any one of many traffic situations calling for split-second timing, quick thinking and, of course, driving ability.

Sam the Safety Duck

For the youngsters, there's a chance to chat with Sam the Safety Duck. Big eyes popping, the little people stand amazed while the image of Sam on a TV monitor literally talks to them and asks a myriad of safety-related questions.

Besides carrying on a fun-filled dialogue with the youngsters, Sam tries to impart some safety tips to his small fry audience.



Information about roads, licences, permits and rules of the road are given at the Information Booth.

If the audience reaction is any indication, Sam the Safety Duck is a show-stopper.

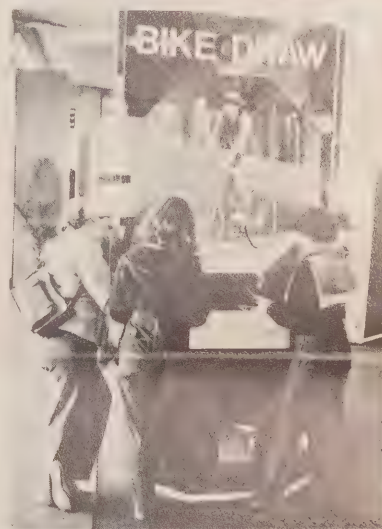
Theatre-in-the-Small

Chris Carroll, co-ordinator of the exhibit, is pleased with the response from the crowd's participation. "We tried to make it people-oriented. I think we've succeeded. We're especially happy with the acceptance of this year's new addition — the Theatre-in-the-Small."

An intimate, continuous cinema, it features 14 two minute films. Of special interest are the driving tips offered by John Powell, chief driving instructor at the Mosport Racing School; plus a film on child restraints; and A Close Encounter of the Worst Kind, a film concerning the school bus stopping law.

"We kicked around a lot of ideas, but our main concern was to make the theatre highly professional, interesting and informative. We couldn't have done it without the drive and expertise of Geoff Fraser, our audio-visual specialist responsible for the electronic presentations."

Isn't it apropos that the Ministry, which is concerned with saving lives and the well-being of the motoring public, should house their exhibit in the Better Living Centre at the CNE?



The bike draw at the Ministry's exhibit at the CNE this year was, as usual, a huge success.

Ten winners from all over Ontario were drawn from more than 100,000 entries. Those winners were:

Gillis Lacroix, Port Colborne; Shvon Mason, North Bay; Stevie Beasley, Oakville; Azra Mir, Cambridge; Steven Wright, Ajax; Judi Estrin, Downsview; Dave Hurst, Madoc; Dean Hopkins, Burlington; Ted Chopin, Brampton; and Marisa Medina, Toronto.

10 ways to drive could help you stay alive

- Keep a vehicle properly maintained. Defective brakes, improperly inflated tires and other maintenance problems are the most common defects found in vehicles involved in accidents. Proper maintenance by a vehicle's owner will reduce accidents.
- Seat belts work. Statistics prove that properly worn seat belts save lives. Crash tests have demonstrated that one is safer secured inside a car during an accident than if thrown clear.
- Heed recall notices. Some owners ignore recall notices from manufacturers. These recalls are initiated to correct safety-related defects that could lead to an accident.
- Check the pressure of your tires. An investment in a tire gauge will pay dividends since underinflation by as little as 27 kPa (four pounds per square inch) can render any tire unsafe. And heed the manufacturers' notice on the maximum load for your vehicle.
- If you drink, let someone else take the wheel. More than one quarter of fatal motor vehicle accidents involve drivers who have been drinking.
- Wet or snow-covered surfaces are dangerous. More than 20 per cent of all fatal accidents occur on wet roads, so reduce speed when driving on wet surfaces and avoid locking your brakes.
- Check your headlights to ensure they are aimed correctly and keep them clean. Reduced visibility can be a real hazard.
- Turn your headlights on a half hour before sunset and leave them on a half hour after sunrise. Twilight is a critical period of the day.
- When driving on two-lane roads during daylight hours leave your headlights on as running lights to make your presence known to other drivers.
- Check your turn lights and brake lights to see they are functioning properly. And signal when changing lanes on a multi-lane roadway.

Transport Canada



Mopeds on the move across the U.S.A.

Do you remember when "fill 'er up!" meant \$5.00 worth of gas?

Well, today \$5.00 worth of gas wouldn't fill the tank of a mini-compact.

Yet, how would you like to pull into your local service station, yell "fill 'er up!", get change from a \$5 bill and drive away, knowing you're good for about 120 miles to the gallon.

No, you're not dreaming. Nor is it wishful thinking. It's the real world of mopeds.

According to a recent report by the Ohio Traffic Safety Education Centre, there could be as many as three million mopeds on U.S. roads by 1980. And because such an increase also means more moped-related accidents, the report cites possible factors in moped accidents as well as recommendations concerning the design of the vehicle.

The study's major findings concluded that the typical European moped operators are young males riding to and from work or school, while typical moped operators in the U.S. are older and more likely to use their vehicles for recreation.

European figures indicate that "learners" and those aged 15 to 20 are involved in a disproportionately large number of crashes.

Males are involved in four to five times as many crashes as females and the moped death rate per million kilometers is fairly stable for all age groups until about age 65 when it sharply increases. This point could have particular significance in the U.S. where moped operators tend to be older.

In Ontario, our latest figures show that 12,390 mopeds were registered in 1976 and 11,825 in 1977.

Moped sales have declined in this province, partly due to the introduction of legislation which was passed to ensure the safety of the moped driver; legislation requiring all moped operators to be 16 or over, wear helmets, be licenced and have insurance.

Originally, insurance was expensive. Since there were no previous stats on mopeds, there was nothing to base insurance rates on.

Today, however, the rates are lower and this might signal the return of the moped as a viable transportation alternative for the driver worried about the energy crunch.

Bearing in mind that Ontario's moped industry is still very young, the next 10 years should confirm whether or not the moped is the vehicle of the future or just a passing fad.

Vidi-cars used in new OECA film

MTC's vidicars — a most popular CNE exhibit — have been loaned to the Ontario Educational Communications Authority for use in a drinking and driving film for young people.

The vidicars were developed by the Ministry, in conjunction with Electrohome Ltd., of Kitchener, three years ago. In addition to being one of the most interesting CNE exhibits, they have proven to be an effective method of evaluating driver performance.

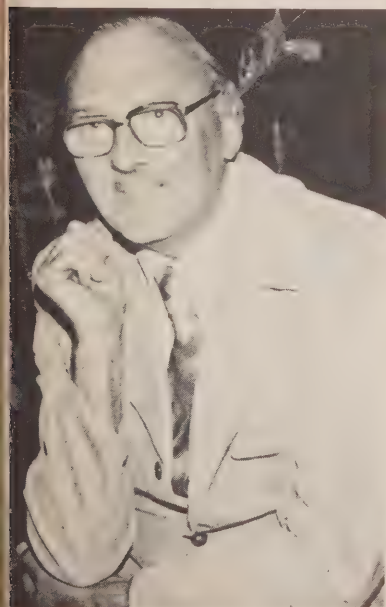
The machines are the brainchild of Geoff Frazer of the Public and Safety Information Branch. According to Frazer, the vidicars appear to be a good way of testing driver behaviour.

"For one thing, the vidicars clearly demonstrated that drivers do not perform as well under the influence of alcohol," Geoff said, "even below the legal .08 blood alcohol content level."

"And the vidicars allowed us to determine this without exposing the drivers to the dangers involved when such tests are undertaken in real cars."

Frazer said young people who operated the vidicars during the filming session took more chances after they had been drinking.

"They followed too closely; passed other vehicles under unsafe conditions; were caught speeding, and got involved in more accidents."



Geoff Frazer, MTC audio visual specialist.

NEWS BRIEFS

WASHINGTON, D.C.: Recreational vehicles such as motorcycles and dune buggies are causing irreparable damage to public lands (particularly beaches) in the United States, according to a report prepared by the president's advisory council on environmental quality. The vehicles attack the relatively thin layer of topsoil which supports plants and other life forms. Vehicle operators often seek out challenging terrain that is extremely sensitive to erosion. Some of the sand and topsoil damage is irreparable; in other cases, the scars will only heal over a period of 1,000 years. The report recommends owners of the off-road vehicles should be made to pay maintenance on special facilities and trails for them.

CALIFORNIA: Scientists are paying particular attention to woodpeckers. They want to know how the birds avoid brain injury from the impact when they peck. They hope that the lessons may be applied in preventing injury to humans in accidents. High-speed photos reveal that the birds aim their beaks in a straight line and the scientists theorize that rotation of the head and neck must be prevented in a crash if injury is to be avoided. Possibly, head restraints in addition to safety belts may be advocated for tomorrow's automobiles.

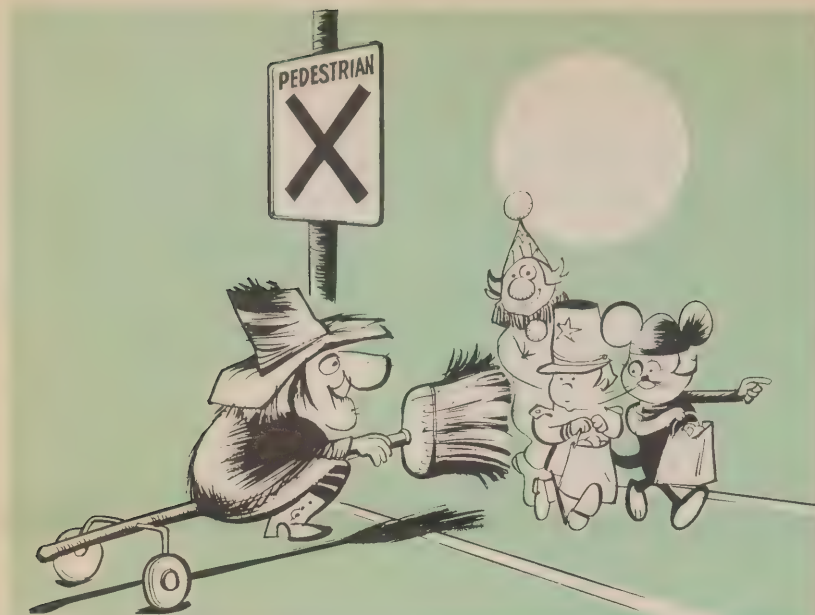
OHIO: A man lost control of his car and crashed into a tavern. He told police the car had sat in the sun so long and absorbed so much solar energy he couldn't control it.

SWITZERLAND: Cold-water arm baths have been installed along some of Switzerland's motorways. The country's medical association wants drivers to stop occasionally and plunge their arms into the ice cold water containers, relieving fatigue and stimulating circulation.

OTTAWA: Warning. Drinking and walking may be hazardous to your health. In a recent study, the Traffic Injury Research Foundation uncovered a link between alcohol intake and pedestrian fatalities in Canada. Of the 734 pedestrian accident cases examined by the foundation, more than 30 percent of the victims were found to have been drinking at the time of their death. The percentage jumped to 60 percent in the 30 to 50-year age group. Research indicates the pedestrian most likely to be a candidate for disaster is male, aged 30 to 50.

MANITOBA: A new type of ice-resistant asphalt known as "Verglimit" is proving to be quite successful in limited experiments both here and in Ontario. Developed in West Germany, Verglimit is a mixture of regular asphalt and five percent coated calcium chloride (a "Hydrophobeate" moisture). In winter, Verglimit prevents ice formation on road pavements or — if the temperature is too cold — keeps the ice soft enough until sand can be spread over the road. According to preliminary reports, the mixture definitely improves roadway safety. Besides being more effective than normal salt, calcium chloride won't rust cars and also prevents corrosion of reinforcing steel in bridge decks. So far the main problem seems to be the price, about \$907 a tonne (metric ton), triple the cost of straight asphalt.

SWEDEN: Swedish motorists are now required to keep low-beam headlights on at all times while driving. Officials expect the regulation to improve visibility and reduce accidents. Eventually, a new type of headlight is to be developed for daylight use. The light will be brighter than the average European parking light, but not as bright as present low-beam headlights.



Edgar Elliott — 1979 Grand Champion driver

The 33rd Annual Ontario Truck Roдео sponsored by the Transportation Safety Association and the Ontario Trucking Association, was held in August at Sherway Gardens in Etobicoke.

Grand Champion was Edgar Elliott of Kingsway Transport Limited. His driving skills also won him first place in the tandem axle tractor and tandem axle trailer division.

Jack Johnston, Imperial Oil, placed first in the straight truck division; Orvil Smith, Gulf Canada Limited, was first in the single axle tractor and tandem axle trailer division.

Coming Events

Oct. 1-12, Nov. 5-16 — Ontario Safety League, Driving Instructor Courses.

Oct. 15-19, Nov. 19-23 — Ontario Safety League, Advanced Driving Instructor Courses (Contact Dick Palmer at 362-1516 for more information).

Oct. 22-26 — Ontario Safety League, Fleet Supervisors Course.

Nov. 26-27 — Ontario Safety League, Advanced Techniques in Fleet Management.

Nov. 28-29 — Traffic Safety Officers Workshop, Ontario Traffic Conference, Cara Inn, Malton.

New amendment to PCV Act announced

A new amendment to The Public Commercial Vehicles (PCV) Act will enable unlicensed for-hire carriers to apply for a probationary operating licence subject to certain provisions, Transportation and Communications Minister James Snow said today.

Under the amendment, any unlicensed trucker who operated one or more commercial vehicles for compensation between Oct. 1, 1975 and Sept. 30, 1976, will be eligible to apply for an operating licence. Applications must be received within 120 days of the proclamation date.

This is subject to two qualifications: that applicants didn't hold any PCV licence during the period described; that they are operating a for-hire transportation business at the time of application.

All applicants will be expected to provide evidence of the nature, quality and duration of their business as specified in section 6, subsection 12 of the amended PCV Act.

The legislation further provides that not less than one year after the date of issue, the Ontario Highway Transport Board (OHTB) will review the licence and may issue a new certificate, approving a permanent operating licence.

Applications will be available from the OHTB and notice of the hearings for applications will be published in the Ontario Gazette.

ontario traffic safety

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Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.

Editor: Sharon Bagnato

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Ontario traffic safety



Ministry of
Transportation and
Communications

NOVEMBER/DECEMBER 1979

Holiday Dilemma: Drinking and driving

It's that time of year again — the happy season. Christmas parties, New Year's celebrations and office get-togethers.

But beware, parties usually mean drinking, then driving home. And that's when the trouble begins.

If you're one of those individuals who believe a few drinks won't hurt, then you should know the facts and be prepared for the consequences.

For example, if you're stopped by a police officer while under the influence, he can ask you to blow into an ALERT box — a roadside screening device. If your breath shows you have been drinking, he can take you to the station for further testing.

Refusing to blow into the breathalyzer is an offence and carries the same penalties as other alcohol-related driving offences.

What is the law if you're convicted?

Well, for refusing to provide a breath sample or for impaired driving, or for having a blood alcohol concentration of more than 0.08 percent, any court may impose:

- For the first offence, a fine of

\$50 to \$2,000 or imprisonment for up to six months or both;

- For each subsequent offence, imprisonment for not less than three months and up to two years.

(continued on page 3)

24-hr. information

MTC's Winter Road Reporting Service for the public went into operation on November 5.

Information on winter road conditions may be obtained around the clock by telephoning the following MTC offices in Ontario.

Toronto	248-3561
Chatham	354-7504
London	681-2047
Stratford	271-8321
Hamilton	639-2427
Owen Sound	376-9683
Port Hope	885-6351
Kingston	544-2523
Ottawa	745-7049
Bancroft	332-3621
Huntsville	789-4483
North Bay	474-0044
New Liskeard	647-8104
Cochrane	272-5775
Sudbury	522-0388
Sault Ste. Marie	256-2855
Thunder Bay	475-4251
Kenora	548-5910



From left to right: Jennifer, Mrs. Snow, Jim, Julie, the Honourable James Snow, Minister of Transportation and Communications, and (kneeling) Jeff.

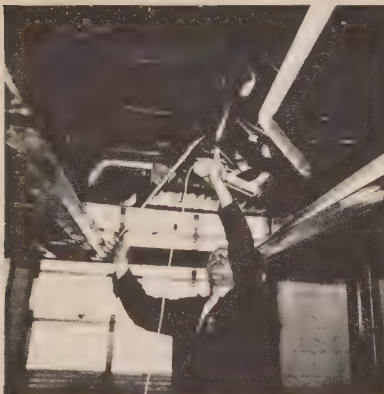
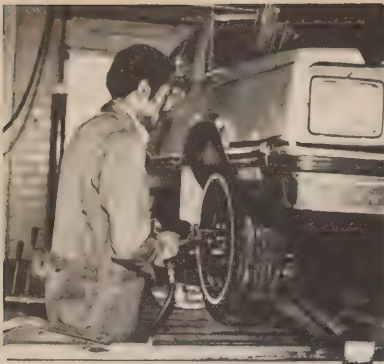
Holiday wishes from the Snow Family

As the holiday season approaches, we are all caught up in the excitement of a very special time of year — a time for families, friends and sharing.

And it can be a truly happy time, especially if we drive sensibly as we visit friends and relatives.

So, with this in mind, I wish to extend to the readers of Ontario Traffic Safety, my family's wishes for a happy, prosperous and safe new year.

Minister of Transportation and Communications



Over 500 individual items are checked on each car at the Ontario Motor League's Car Inspection Centre. In two and a half hours everything from under the car to under the hood endures the most thorough examination anywhere in Canada.

Car clinic.....

For a thorough car check-up visit OML's inspection centre

by Lucy LaGrassa

Going to the Ontario Motor League's car inspection centre is like going to your family doctor for a complete physical.

The problem is diagnosed and treatment prescribed.

OML's two-and-a-half hour examination covers over 500 individual parts from tires to engine specifications. In short, it's the most thorough inspection anywhere in Canada.

"We try to maintain our reputation by carrying out good solid inspections. And we're always interested in suggestions for improvements," said Rudi Rehmund, manager of the centre.

After each inspection, the technical advisor is on hand to look over the report carefully, then discuss with the owner the vehicle's condition, explain any critical defects and offer corrective suggestions. The owner receives a personal copy of the report.

In addition to the technical advisor, there are two or three inspectors working on each car from the hoist through to the dynamometer, scope and alignment tests.

Pat Curran, manager of OML public relations, said: "We took a look at the St. Louis Auto Club, an auto club in southern California and another in Holland, all known for their thorough inspection service, and followed their set-ups."

Repairs are not done on the premises. But if an owner wants his car checked for a safety standard certificate, and the vehicle qualifies, the certificate is included as part of the inspection.

The centre began as the result of an "increasing number of members who were concerned about the condition of their cars and wanted to know where they could get a trustworthy inspection. It was an answer to their needs," said Curran.

Since its inception in September of 1976, the facilities at their 142 Vanderhoof location have been expanded to include four hoists, two dynamometers, two scopes, one alignment test machine, nine inspectors, one foreman and one technical advisor.

"Also, an additional 100 items were added to the check list. For instance, before we took only two

wheels off to check the brakes, now we take four," said Rehmund.

There are 660,000 OML members in Ontario and almost half, 292,000, are in the Metro Toronto area. "We have quite a few people coming from around the province although the majority are from Toronto," said Rehmund.

Fewer inspections are done during the winter months because of cancellations due to bad weather. So appointments can be obtained on short notice. But during the summer, there's a two-and-a-half week waiting list.



Rudi Rehmund, manager of OML's car inspection center says most of his customers are satisfied.

However, if someone wants a car they're intending to buy inspected, or has a car with a few weeks' warranty remaining, the centre will try to make an early appointment.

At best, 40 complete inspections can be done in one day, topped with four or five rechecks or component inspections. In 1978, a total of 8,191 complete inspections were recorded.

For a complete check — which may include a safety standard certificate — members pay \$38.50 while non-members ante up \$44.00. Rechecks cost from \$7 to 10.

"Most people appreciate our technical advisor's explanations of their car's defects. And overall, we have very few complaints. I'd say most of our customers are satisfied," Rehmund said.

The Inspection Centre also offers a car care course involving 10 hours of theory and a first hand look at the mechanics of a car. Rehmund teaches the course and stresses the importance of good car maintenance.

MTC report shows how to conserve fuel

Peter Wood, MTC engineer, says proper driving techniques and car maintenance can save you gas.

Wood, author of an MTC report entitled, "Fuel Conserving Driving Practices" points out that everyone drives differently and the way you drive can determine how much fuel you save or waste. It depends on you.

According to Wood, "There may be as much as a 20 per cent difference in the fuel consumption of two identical cars with different drivers because of their individual driving techniques."

The report's findings are based on a U.S. Department of Transport computer vehicle performance simulation program (VEHSIM). For each test, the fuel consumed during each driving session was computed and fuel economy calculated — based on distance travelled.

For instance, the report points out that excessive speed, braking techniques, acceleration pressure and prolonged idling, all contribute to the amount of fuel consumed — as do the elements.

Temperature plays a large part in just 'how much' fuel is used especially in Canada where winter conditions prevail in most regions for almost half the year. Tests have shown that at zero degrees C, consumption increases by about eight percent, while at minus 30 degrees, an average 30 percent increase is observed (1979 Fuel Consumption guide).

Snow and rain, more specifically,

DRINKING (cont. from page 1)

In addition, you lose your driver's licence for three months for a first conviction, six months for a subsequent conviction and any court could order a driving suspension of three years for a subsequent conviction.

The consequences of being convicted also include: a criminal record; lawyer's fees; a hefty increase in vehicle insurance; perhaps the loss of a job for some people; and, of course, the effects on the family. The point is — it isn't worth it.

So, if you think you've had enough, you've probably had one too many.

Why not let someone else do the driving? Or take a cab?



It's best to refuel your car when the gas gauge reads one-fourth or more full. By filling up the tank well before it is empty, you eliminate the amount of condensation in the tank allowing less opportunity for sediment to be pumped through the gas line.

wet roads can cause a 20 percent increase in fuel consumption. Driving on a snow covered road increases fuel consumption because of poor traction and resistance to vehicle motion.

Wind can both increase and decrease fuel consumption.

Driving into a 30-plus km/h headwind, for example, is like increasing your driving speed by that amount. Crosswinds, too, add to your gas bill, while tailwinds help extend the time between trips to the gas pumps.

Here's a list of tips and pointers to help you maintain your vehicle's vitality, and cut fuel costs at the same time:

1. Use the correct octane of gasoline, it will give you the best mileage.
2. Refuel your vehicle when the fuel gauge reads one-fourth or more full. By filling up the tank well before it is empty, you eliminate the amount

of condensation in the tank allowing less opportunity for sediment to be pumped through the gas line.

3. Do frequent under-the-hood checks. Check your oil level every time you stop for gas. Check the pressure on a weekly basis. Tires underinflated by only two pounds per square inch will reduce fuel economy by one per cent as they drag on the engine.

4. Check the fluid level in the battery.

5. Keep the battery terminal covered with a light layer of grease to eliminate corrosion deposits.

6. Inspect terminals, connections, battery cables and electrical circuit regularly.

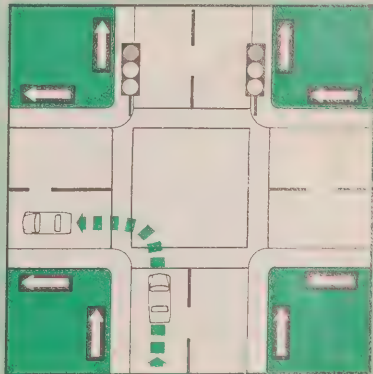
7. Note the condition of the fan belt. Look for leaks in the cooling system.

8. Have regular engine tune-ups, according to manufacturer's recommendations.

THIS IS THE LAW

Did you know that

A left turn may be made from a one-way street into a one-way street on a red signal, provided the vehicle is first brought to a full stop, and subject always to the right-of-way of pedestrians and other traffic.



CHARGE...

The electric



This is it. The first Canadian electric car — the Victoria. Built in Toronto in 1893, the batteries weighed 279 pounds while the whole vehicle weighed only 700 pounds. Power came from 12 cells producing about 4.27 h.p.-hours. With the 4 h.p. motor, this power was enough for about an hour's driving at 15 m.p.h.



Electric cars have been around a long time. This 1917 Rauch & Lang could travel approximately 75 miles on one battery charge.

Pride glowed on both men's faces.

At last, after much effort, time and money, they had succeeded: they had built the first practical Canadian electric car — the Victoria.

Fred Featherstonhaugh, a successful and influential patent attorney, supplied the money and enthusiasm, while Bill Still, an electronic wizard, provided the expertise.

And it had been Still, who, a few months earlier and after years of trying, had made a major breakthrough — designing the heart of the car, the battery.

Lightweight, highly efficient, constructed in a unique way, using plates which were spiral ribbons of compressed lead suspended by non-metallic supports, it was certainly original.

The car, itself, would not only be economical to operate but luxurious, thanks to Featherstonhaugh's penchant for elegance.

And so, that morning in a garage on the corner of Bay and Temperance Streets in downtown Toronto, they witnessed the birth of a new era and a new car — the electric Victoria.

Would this car become the prize in a bidding war between the automotive industry giants? Hardly. There wasn't any automotive industry. It was 1893.

The eventual fate of the Victoria is unknown but Featherstonhaugh apparently sold it before it disappeared.

Anyway, the popularity of the electric car was short-lived. And while it was better than old-fashioned horse-drawn carriages, it was replaced by the advent of the gas-powered engine.

And because, as the song says: "Everything old is new again!", today, more than 85 years after the Victoria, the electric car is the possible hope of the future.

In the midst of a fuel shortage, scientists are looking for other alternatives to keep the world's motor vehicles on the road.

And so far, the best alternative is the electric car.

The problem in the beginning, as well as today, is the battery — they're too big, too heavy and must be recharged too often.

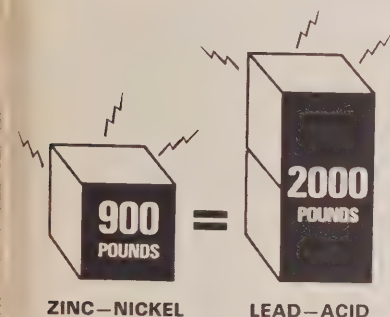
Recently, General Motors, un-

car syndrome

veiled a new experimental electric car with a zinc nickel-oxide battery which has up to two and a half times the energy storage capacity of its predecessors and weighs less than half times as much.

GM claims a top speed of 90 km/h (55 mph) and a range before recharging of 160 km/h (about 100 miles). The battery could be recharged overnight (eight hours) using a household socket.

GM is not alone in the quest for the perfect electric car. The U.S. Department of Energy working with General Electric recently unveiled their version.



This chart shows the size and weight differences between the conventional lead acid battery pack and the new GM zinc-nickel oxide battery pack that could power electric vehicles in the future.

A four-passenger subcompact capable of top speeds of 72 km/h, it has a cruising range of 160 km and is called "Electric Test Vehicle 1" (a long way from plain, old Victoria). Their version is propelled by 18 lead-acid batteries providing 25 percent more energy with a longer life than those now on the market.

Developed under a joint contract with GE, the vehicle meets all applicable federal safety standards. Furthermore, DOE officials guarantee the occupants will be shielded from battery acid spills and electric shock in the event of an accident. The vehicle also features computerized control systems and a special brake mechanism that "captures" — through a flywheel device — energy normally lost during braking.

In Canada, a group of students from the University of British Columbia are hard at work on their prototype — roughly the size of a Volkswagen Rabbit. It has a 1,200-pound battery pack and will run on 15 lead-



The zinc-nickel oxide battery pack is seen here installed in the rear of the General Motors experimental electric car, the Electrovette.



Shown here is a size comparison between the conventional lead acid batteries in the foreground and the GM zinc-nickel oxide batteries in the rear. Left, Ralph L. Corbin senior staff engineer and right, William B. Wylam, chief engineer, battery systems, Delco Remy Division battery engineers.

acid batteries about 80 km/h (50 mph) at 72 km/h (45 mph). The eight-foot long steel battery pack creates a foot-high tunnel through the centre of the passenger compartment.

And so it goes across Canada and the U.S. — not only the major car manufacturers but scientists, engineers and students — all committed to developing a car which could revolutionize modern transportation at a time when a revolutionary

design is critical to the auto industry's future.

With so much attention and effort being directed to the electric car, can it's mass production be far away? Who knows?

One thing is certain. Featherstonhaugh and Still were far ahead of their time when they put the finishing touches to the Victoria in that long-gone carriage shop at Bay and Temperance Streets in 1893.

Winter's coming — snow what! —

Before you know it, it's here. Winter.

So it's time to think about "winterizing" your car.

First on your pre-winter agenda should be a tune-up. It will increase your fuel savings and ensure start-ups in cold weather. Also be sure to have these items checked:

Anti-freeze — If the concentration of anti-freeze is too weak, your coolant could freeze in sub-zero temperatures. Anti-freeze should also be changed every two years and your cooling system flushed.

Battery — Make sure your battery is completely tested and ready to go. Top up the cells with distilled water. If you think your battery might not make it through the winter, play it safe and get a new one.

Brakes — "Perfect" is not too high a goal for your brakes when you drive the winter way. Have them checked, cleaned and adjusted.

Tires — Your traction on winter roads will only be as good as your tire tread. Buy new tires if tread indicators are showing. Use your snow tires if you drive in snowbelt areas.

Windshield — Be sure wipers have adequate arm tension. Replace worn blades. Use an anti-freeze solvent in the washer system. Check that the defroster is working properly.

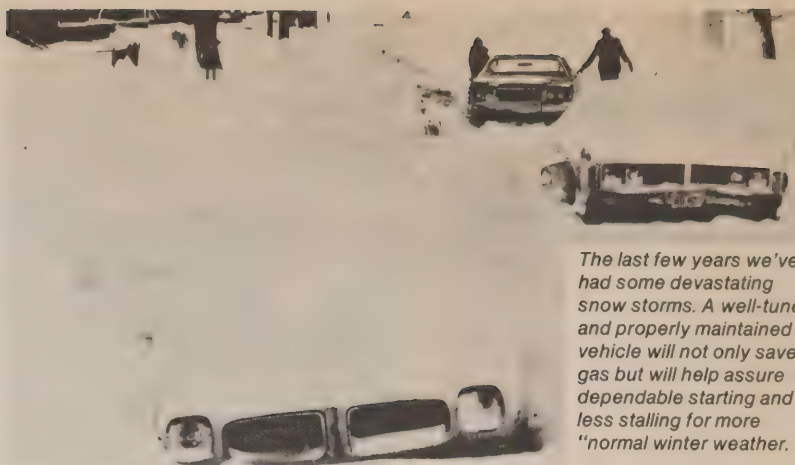
Muffler — Carbon-monoxide kills. A faulty exhaust system could mean disaster. Have the entire system checked for leaks.

If you're stranded in a snowstorm — It's best to know how to react in this type of emergency situation, because without this knowledge you could end up with frostbite or hypothermia.

The safest thing to do if stranded is to remain in your vehicle where you're protected from the elements, and stand the best chance of being spotted by passing vehicles or police. Use your motor and car heater sparingly to avoid carbon monoxide build-up or oxygen starvation which can occur in the closed confines of a motionless vehicle. Open a window a crack for ventilation.

By clapping your hands and moving your arms and legs vigorously, circulation will be stimulated and relieve muscles that are tense due to the cold.

Never allow all occupants of the



The last few years we've had some devastating snow storms. A well-tuned and properly maintained vehicle will not only save gas but will help assure dependable starting and less stalling for more "normal winter weather."

car to fall asleep at the same time because you might not be able to waken someone from the frozen slumber.

Survival Kit — Always travel with a "survival kit". Make one up at home because good ones are difficult to buy. A small lightweight shovel could be just the thing to get you on your way when stuck in the snow. The smart traveller carries matches, and candles for warmth; a tin can or cup to melt snow for drinking water (avoid eating unmelted snow); a few chocolate bars or high energy food

items; plastic garbage bags can be used to insulate against wind if you must get out of the car; and an extra blanket or sleeping bag might come in handy, too.

Smaller items could include an ice scraper, snow brush, flashlight, flares, tow chain, jumper cables, and a container of sand to provide traction to spinning wheels when stuck on ice.

Don't include alcohol in your survival kit. Alcohol causes dilation of blood vessels close to the skin, speeding up loss of body heat.

Keith Wallace — Chairman of the Steering Committee for C.D.S.E.A.

Keith Wallace teaches history and driver education at Oakville's General Wolfe Secondary School.

He is also chairman of the national steering committee for the Canadian Driver and Safety Educators Association — an organization founded in 1977 whose main objective is to work closely with public, industrial and educational groups on

driver education in Canada.

As a master driver education instructor (one of only 27 in Ontario) Wallace is probably one of the best qualified in his field to head this organization.

"Our objectives are many," he said, "but to put it in its simplest form, we want to develop an organization of well-qualified, dedicated and experienced pros who will tighten and strengthen the existing guidelines for driver education in Canada."

Adding "it won't be easy", Wallace says he feels sure the association can come up with some concrete suggestions by the time their national conference is held in Regina in September of 1980.

The association consists of seven members chosen on a geographical basis. All are certified driving instructors in their respective province, as well as certified teachers employed by their local boards of education.

Sponsors include the Insurance Bureau of Canada and Canada Safety Council.



SAFETY BRIEFS AROUND THE WORLD



U.S.A.: Traffic fatalities rose sharply in the Chicago area during the first four months of 1979 compared to the same period in 1978. Illinois State Police attribute the increase to the pent-up emotions brought on by one of the most severe winters in the city's history. "We think it has a lot to do with drivers' attitudes," said Trooper Odell Thompson. "Everyone has a tendency now to act 'dog-eat-dog'. There is a lot of discourtesy, like failure to use turn signals, speeding and following too closely."

U.S.A.: The automobile repair industry is the subject of the greatest number of consumer complaints in the United States today. Results of an undercover survey of auto-repair shops in seven cities found 53 cents of each dollar may be wasted on needless or avoidable repair. Although this is a small survey, the fact remains that the consumers waste a great deal of money on avoidable repairs. The combined chances of over-and under repair — that is, that the shop would either fix the real problem, or both — turned out to be 32% for brakes, 44% for suspensions, 89% for engines and 51% overall.

WASHINGTON: Crash tests of 20 car models indicate that occupants of 13 of them would die if the car hit a wall at 35 mph, the U.S. transportation Department announced. The

tests also showed that U.S. automobile makers are building new small cars that are safer than many now on the highway and that North American cars are generally safer than imported models studied.

BRITAIN: A super-tire which enables motorists to drive as far as 160 kilometres at speeds of 80 km/h with one or more flats has been developed by Britain's Dunlop Tire Company. The new development, called "Denovo 2" is a combination wheel, tire and valve arrangement. It works like this: two grooves in the rim of the wheel lock the beads of the tire and prevent it from being dragged off when deflated. The back of the tread inside the tire is smeared with a fat-like substance which seals most leaks before the tire goes flat. If the leak is serious and cannot be sealed quickly, the tire-and-wheel design allows the wheel rims to run without damage on the tires folded sidewalls. Normal control of the car is retained all the way to the repair shop.

NEW ZEALAND: During the government's crack down campaign on drinking drivers last year, police in Dunedin spotted six obviously intoxicated men pushing a car along a city street. The patrolmen at first thought the men were trying to start the car, but they insisted they were all too drunk to drive so they were pushing the car home.

ONTARIO: The following statement was given as evidence at a recent "H" licence application hearing before the Ontario Highway Transport Board: "I first started in the trucking business with a borrowed pick-up truck. Things went well and in six months I could afford to buy my first full-sized truck. By the second year, things were even better and I added a used 22-footer to my company. And now, as I stand before this board, I realize that things must be going better than ever. I can afford to take time off to come here, and even hire a lawyer!"

CANADA: The Dempster Highway, Canada's first all-weather road across the Arctic Circle, was opened recently after 20 years of off-and-on construction. Named after a legendary Mountie corporal, the 67 kilometre gravel highway runs from Inuvik, NWT stopping only 125 km of the Arctic Ocean. Travellers are warned to carry two spare tires, extra gasoline and water, an axe, a shovel and a first aid kit. Why? Because the only gas station and restaurant between Kilometre 243 and Fort McPherson (Km 553 is situated just 34 km south of the Arctic Circle at Eagle Plain (Km 372). Yet, despite the hazards of motoring up the Dempster, with a bit of luck the stretch of highway can still be covered in a 12-hour journey.

1978/79 snowmobile fatalities up

Minister of Transportation and Communications James Snow urged Ontario snowmobilers to put safety first when they take to the snowdrifts this season.

"Last season 38 Ontario residents were killed in snowmobile accidents in this province — a staggering 52 percent increase over the previous year.

"That's a fact I feel very concerned about . . . and so should every snowmobiler in Ontario," said the Minister.

An additional seven snowmobile drivers and one passenger drowned when they drove their vehicles into open water or broke through thin ice, he said.

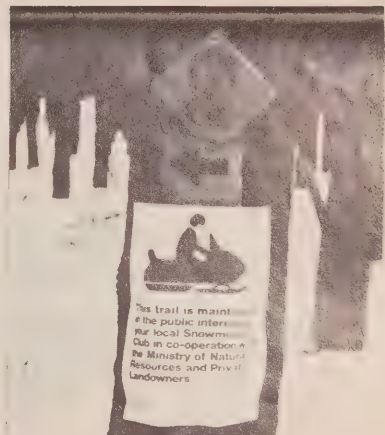
Snow pointed out that despite the

fact overall collisions were down 4.1 percent from 803 in 1977/78 to 770 last year, the fatality rate matched the all time high fatality totals of the 1970/71 and 1974/75 seasons.

"I believe the more people learn about safe snowmobile operation, the less likely they are to become accident statistics," Snow said.

"That's why I think beginners, especially youngsters, could benefit from the driver training courses now being offered by the Ontario Federation of Snowmobile Clubs."

Those interested in locating snowmobile clubs which offer OFSC Driver Training Courses should contact: OFSC Driving Training Office, R.R. No. 1, Jordan Station, Ontario, L0R 1S0.



Ontario's public snowmobile trails are established and maintained by the snowmobile clubs and the Ontario Ministry of Natural Resources. MNR has provided yearly grants for this purpose since 1974.

Daily inspection log for all school buses

School bus operators will be required to keep a daily inspection log of their vehicles beginning Jan. 1, 1980, Transportation and Communications Minister James Snow said recently.

"The purpose of this new regulation is to ensure there is a daily check of school purposes vehicles in addition to the comprehensive semi-annual inspections," he said.

Under the new regulation, each school purposes vehicle will be equipped with a log book containing the vehicle identification number, make, model, year, and the list of items to be inspected.

Drivers must carry out a daily inspection of each item listed in the log book; record any defects and who those defects were reported to. The person responsible for maintenance is required to sign the log when a defect has been repaired.

The regulation applies to each vehicle used for the transportation of six or more school children to and from school.

MTC is not offering a standard log book, Snow said. It will be up to operators to make up their own books with the pertinent information.

A copy of the new regulation with the list of items to be included has been sent out to all school boards and school bus operators licensed under the Public Vehicles Act in Ontario.

Any further inquiries may be made to the appropriate Regional Manager, Drivers and Vehicles:

Downsview — 248-7163
London — 681-1441
Kingston — 544-2220 Ext. 349
North Bay — 472-7900 Ext. 270
Thunder Bay — 577-5745



1979 Dayton Truck Hero

Len Visscher was named the 1979 Dayton Tire National Truck Hero at the 53rd Ontario Trucking Association conference in November.

Visscher, a 41-year old professional driver from Sardis, British Columbia, pulled two young children from the cab of a burning pickup in spite of the fact the rescue had to be accomplished through the broken rear window of the cab while leaning dangerously close to the gas tank.

Following a multi-vehicle collision on Highway 1, north of Hope, B.C., a pickup truck burst into flames with the occupants trapped inside.

After an unsuccessful attempt to douse the flames and open the jam-

med doors, Visscher cleared the debris away from the rear window, smashed it open and leaned into the truck to rescue the children.

As he attempted to go back for the father, he was repelled by an explosion and fire in the cab of the pickup.

Both parents perished in the accident, and Constable Galatiuk of the RCMP stated, "the children would have been burned as well if Mr. Visscher had not taken the fast and correct course of action without full regard for his own safety."

For his heroic action, Visscher was awarded a VIP weekend in Toronto; a Rolex watch; \$1000; and the Dayton Tire Truck Hero Trophy.

ontario traffic safety

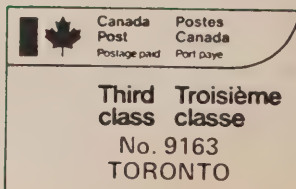
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Hon. James Snow, Minister.
H. F. Gilbert, Deputy Minister.

Editor: Sharon Bagnato

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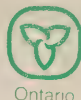
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Ministry of
Transportation and
Communications

JANUARY/FEBRUARY 1980

Car insurance is now compulsory

If you were one of the approximate 225,000 drivers who paid \$150 into the Motor Vehicle Claims Fund last year for the privilege of driving without insurance — take note — things have changed.

Effective last Dec. 1 (that's '79) Ontario's new Compulsory Automobile Insurance Act came into effect. Simply, the act insists all licenced drivers in Ontario be covered by insurance — not less than a minimum of \$100,000 third party liability.

According to Minister of Consumer and Commercial Relations Frank Drea: "The legislation reflects our view and the predominant public view that every motorist on the road must be financially responsible."

Most provinces agree.

With the exception of the four Maritime provinces, New Brunswick, Newfoundland, Nova Scotia and Prince Edward Island, where it

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Ministry of
Transportation and
Communications

Ministère des
Transports et des
Communications

PLATE • PLAQUE

N° PAM926

PASSENGER MOTOR VEHICLE PERMIT CERTIFICAT D'IMMATRICULATION — VÉHICULE DE PROMENADE

Issued pursuant to The Highway Traffic Act for the vehicle described below / Délivré en vertu de la loi sur The Highway Traffic Act pour le véhicule ci-dessus

V.I.N. OR SERIAL NO N° V. OÙ SÉRIE N°	5L21K 49600 154		
MAKE MARQUE	Plymouth	MODEL MODÈLE	Cricket
BODY TYPE TYPE CARROSSERIE	2 door	COLOR COULEUR	Gold
MOTIVE POWER FORCE MOTRICE	gas	FEE PAID DROITS ACQUITTÉS	30.
		END CODE CODE FINAL	

To/A DOE: John

DRIVER'S LIC. NO PERMIS DE CONDUIRE N°	D4601 35962 25923		
ADDRESS ADRESSE	123 East Street		
POST OFFICE BUREAU DE POSTE	Toronto		
	POSTAL CODE CODE POSTAL	M5S 2T6	

The new compulsory insurance law requires that motorists include the V.I.N. (identification number) on the certificate of insurance when applying for renewal stickers. The V. I. N. is found on your Motor Vehicle Permit just above the make and model of the car

is optional, compulsory insurance is in force.

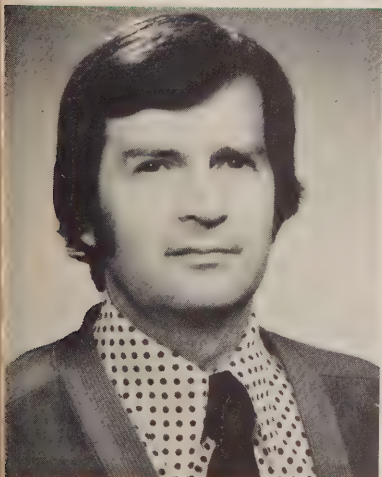
For those who may still try to get away with driving without insurance, think about it — long and hard.

Those who do are liable to a fine of \$500 to \$2,500 for driving without

insurance; for providing false proof of insurance; or permitting another individual to drive the uninsured vehicle.

They are also liable to have their licences suspended for a period of up to one year and their vehicles impounded for up to three months.

Seminar studies driving 'perception' problems



Dan Keegan, co-ordinator of the seminar as a driver-education instructor for the Ontario Motor League.

A unique seminar held at Toronto's Ontario Science Centre provided fascinating insights into the importance of perception and driving a motor vehicle.

Especially designed for the individual involved in driver education at the in-car or classroom level, it was presented by Dr. Dennis Attwood, who has prepared many research reports for Transport Canada; Jack Soutendam, an instructor on aviation medicine at the Defence and Civil Institute of Environmental Medicine in Downsview; and Dan Keegan, a driver-education instructor with the Ontario Motor League for the past four years.

In his multi-media presentation, Soutendam explored human perception as it relates to man and machine, pointing out how important

the proper use of all one's senses are when behind the wheel of a car.

By understanding the relationship between man and machine, he stressed, a driver can properly drive an automobile within the designated environment — the roadway.

"What is perception?", he asked, "It is keeping track of what is happening within your environment; keeping track of movements and getting information from your senses and sorting it out in your brain."

Soutendam further pointed out the importance of understanding perception, because "we are continually bombarded with various kinds of information when driving — traffic lights, signs, changes in traffic patterns and the roadway itself."

And they are just some of the en-

(continued on page 3)

Teens + alcohol + driving = DISASTER

"Ye ra-aly do think dhrink is a nicissy evil?" said Mr. Hennessy.

"Well," said Mr. Dooley, "if it's an evil to a man, it's not nicissy, and if it's nicissy, it's an evil."

"Mr. Dooley"

Findley Peter Dunne

Drink isn't necessarily evil.

But it can be . . . and usually is . . . when combined with driving.

Eileen Simon, project research officer at the Ministry of Transportation and Communications is deeply concerned about the problems resulting from the combination of drinking and driving, especially with teenage drivers.

Simon feels that teenagers should be made familiar with the hazards of drinking and driving at a very early age.

Why concentrate on the teenage?

"When drinking is a problem, it concerns everyone," says Simon. "But impaired teenagers grow into impaired adults. And because teenage habits are less well-formed than those of adults, if they can be nipped in the bud, there will be fewer impaired adult drivers on the road."

Teenagers, like many adults, have many misconceptions about driving.

For example, although in general they believe they're pretty good, in reality it takes a long time to learn how to drive "well". So, it follows that they aren't experienced enough to drive and drink at the same time.

Alcohol affects drivers in many ways — some of which are not obvious. For instance, they may appear to have adapted fully to their higher levels of alcohol, but while behind the wheel, all their unimpaired physical skills and decision-making powers aren't available when needed instantly.

Fine motor controls and precision judgement are the key items affected by drinking. And the degrees to which they are affected is dependent upon a number of variables.

Being in poor physical condition, feeling fatigued or ill, can contribute to how well or poorly one drives. And poor driving conditions, decreased visibility, darkness and slippery roads heighten the chances of a critical error by impaired drivers.

Driver inexperience and the effect of mood-altering drugs in the blood, such as anti-histamines (allergy

medicines), sedatives (quieting drugs), hypnotics (sleeping pills) and tranquillizers, all work to further impair the already impaired.

Danger is increased manifold when the tipsy teen experiments in a blurry-coloured world.

The Traffic Injury Research Foundation of Canada has concluded that 16 to 17-year-olds are 32 times more likely to be involved in a fatal car crash if they are at or above a blood alcohol level of 0.095 percent than is the non-impaired.

The highest collision rates, with and without alcohol were also found among young drivers.

Alcohol also affects both judgement and perception. When drivers have more than one drink per hour, they begin to see the world through hazy-coloured spectacles.

An investigation by the British Medical Council showed that a driv-

er's field of vision is reduced by 30 percent once the blood alcohol content (BAC) reaches 0.055 percent. Potential hazards become difficult to detect because alcohol reduces straight-ahead visual acuity, distorts focus, reduces night vision, and alters one's ability to judge distances.

While impaired perception dangerously affects the ability to drive, it is made worse by the effect of alcohol on personality and judgement. For example: A higher accident-probability exists for impaired drivers who are normally cautious because they begin to take risks.

There are four basic principles of good driving: smoothness, precision, concentration and discipline.

And if it's a difficult task to learn how to drive well when sober . . . and it is . . . then it's practically impossible when one is impaired.

ALCOHOL WILL AFFECT YOUR DRIVING ABILITY

The PERCENT of alcohol in a person's blood is a guide to how much your driving may be impaired.

To estimate the percent of alcohol in the blood, follow these directions:

1. COUNT YOUR DRINKS (1 drink equals 1½ oz. spirits or 3 oz. of wine or 12 oz. of beer).
2. Refer to the BLOOD ALCOHOL CHART. Under the number of drinks and opposite your body weight, find the percent of blood alcohol listed.
3. Subtract from this number the percent of alcohol burned up in your body during the time elapsed since your first drink.

Hours since first drink 1 2 3 4 5 6
Subtract from blood alcohol . . . 15 30 45 60 75 90 mg%

Example —

150 lb. man, 4 drinks in 3 hours = 116 minus 45 = 71 mg%

150 lb. man, 6 drinks in 4 hours = 174 minus 60 = 114 mg%

BLOOD-ALCOHOL CHART

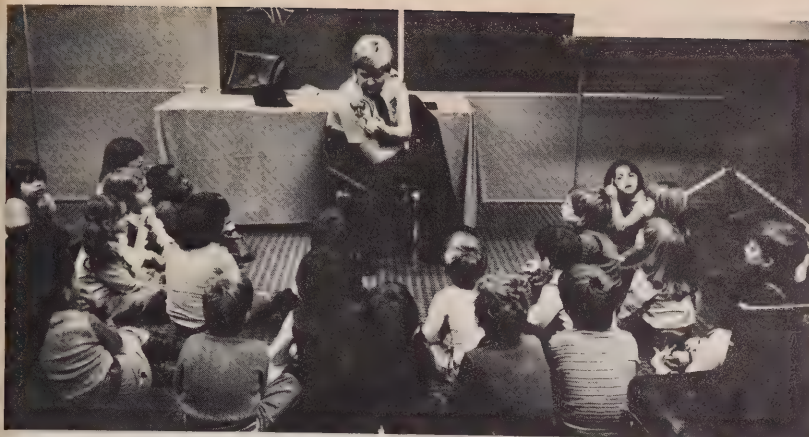
Showing estimated % of alcohol in the blood by number of drinks in relation to body weight. (1 drink equalling 1½ volume-oz. of rum, rye, scotch, brandy, gin, vodka, etc.; 1 12-oz. bottle of normal strength beer; or 3 oz. of fortified wine or 5 oz. of table wine.)

Count 1 drink of over-proof rum as 2 drinks.

DRINKS	1	2	3	4	5	6	7	8	9	10
100 lbs.	43	87	130	174	217	261	304	348	391	435
125 lbs.	34	69	103	139	173	209	242	278	312	346
150 lbs.	29	58	87	116	145	174	203	232	261	290
175 lbs.	25	50	75	100	125	150	175	200	225	250
200 lbs.	22	43	65	87	108	130	152	174	195	217
225 lbs.	19	39	58	78	97	117	136	156	175	195
250 lbs.	17	35	52	70	87	105	122	139	156	173

Driving impairment is reached before 80 mg%
(formerly designated .08 — point zero eight)

Transport Canada



P.C. Roz Niewland describes to her eager students the details of a policeman's uniform as well as the basic traffic safety rules.

Kindergarten Cop . . . Teaches traffic safety in school

The rapport a safety officer has with children was made vividly clear when P.C. Roz Niewland of the Hamilton-Wentworth Regional Police, conducted a typical in-school kindergarten program with 30 pupils from Malton's Holy Cross School, at the recent Ontario Traffic Conference.

Constable Niewland in a step-by-step safety method started with a familiarization approach to the policeman's uniform. She described in detail the badges, shoulder patches, note-pad and holstered sidearm.

To the wonderment of the children, she even displayed a bullet explaining carefully and clearly the dangers that children could encounter by handling one.

Throughout the entire session, she heightened the excitement by urging the pupils' participation — and they were only too happy to oblige.

Her handcuff demonstration captured their imagination and obviously assured their wholehearted attention.

According to P.C. Niewland, her usual in-school class would cover the same elementary safety procedures, from teaching the rudimentary traffic safety rules to recognizing the policeman as a friend.

Three other workshops made up the itinerary of the conference dealing with bicycle safety, train safety, protection for senior citizens and seat belt safety.

Seminar studies driving perception problems

Environmental stresses drivers are under every time they get behind the wheel of a car.

Others are human, such as fatigue, alcohol or drugs, lack of sleep, tension, anger or confusion.

Attwood covered the complete area of vision in his presentation, explaining the importance of proper use of one's eyes when driving.

"Driving is about 100 percent vision," he said. "You can teach people to drive better by teaching them proper eye movement."

Of specific interest to the driving instructors present, Attwood explained how novice drivers use their eyes compared to experienced drivers.

"New drivers look straight ahead and close to their car and they don't

look around very much. They concentrate on the one thing that concerns them, instead of looking around. They forget about the various things they will have conflict with when driving."

To further underline the importance of proper eye movement, Attwood showed how important the use of vehicle mirrors are when driving.

Research tests indicate experienced drivers at their mirrors five times more often than novice drivers. Also, if novice drivers are asked to keep to the speed limit, they make many more glances at their speedometers than experienced drivers.

In his presentation, Keegan dealt with the subject of "perception and

(cont. from page 1)
the instructor."

He used several examples to show that novice drivers are concerned with overall senses and the handling of their cars.

"This is understandable, because driving is a new experience for them and they have so many things they have to try and remember," he said.

He further stressed that all driving instructors should teach their students "perceptual cues" as well as the proper perception of space when driving. As examples, he showed the perceptual cues a novice driver should be aware of when making simple left or right turns.

The one-day seminar attracted driving instructors and other interested drivers from across Ontario.

Snowmobilers and safety indoors at Roy's house

By Lucy LaGrassa

A casual, open atmosphere pervades the Don Mills basement. Snowmobile posters line the walls, an overhead projector sits alone at the front, and a tail-wagging dog pads from student to student, providing a welcome feeling.

And Roy and Marianne Musselman prepare to teach the second, two-hour class of the six-hour snowmobile operator's course.

Except for two adults, eager 12 to 15-year-old students sit anxiously, waiting to begin the lesson which will bring them one step closer to being able to drive, in most cases, the family snowmobile.

Like any sport, snowmobiling has rules and requires skill. Both are equally important, which is why they are stressed by Roy and Marianne.

"These students are here because they want to be. So they often finish knowing more snowmobile laws than their parents. Still, we average a couple of adults per class, adults

who don't feel particularly competent when snowmobiling, so they want to learn the rules and regulations," Marianne said.

The zeal and desire of the entire class to learn is ever present. And as students exchange stories and ways of doing things, it's evident that snowmobiling is very much a family sport.

For many, the course clears up old wives tales about snowmobiling. For example, they'd "heard" that ice only had to be two inches thick to be safe. Wrong. Ice should be at least six inches thick. Others "heard" snow should be put on frostbite. Wrong. Something warm, like a piece of clothing, should be used.

The bulk of the course stresses rules and regulations, survival techniques and the mechanics of a snowmobile. In addition, students learn the history of snowmobiling from its initial marketing days in the 1930's



Both Roy and Marianne Musselman are elementary school teachers who love snowmobiling, so much so they turned their basement into a snowmobile operator's course classroom.

Their only complaint has been that the six-hour course wasn't designed to provide enough time for students to ask questions. To accomodate the problem, they admit most of their three, two-

hour classes run longer.

Texts include MTC's "The Snowmobiler's Handbook" and the "Snowmobiler's Safety Guide" produced by the O.S.L.

Those eligible to teach the snowmobile operator's course must belong to a snowmobile club and their name must be submitted by the Ontario Federation of Snowmobile Clubs. In short, a club member must volunteer.

THIS IS THE LAW

Did you know that

- All snowmobiles must be registered.
- You must have a permit. Annual fee is \$10.
- To drive a snowmobile along highway, a person must be 16 years of age or older and must hold a valid Ontario Driver's licence, or snowmobile operator's licence.
- A helmet must be worn by everyone driving or riding a snowmobile on a serviced roadway or public trail.
- You must be able to produce evidence of insurance when asked by a police officer.

in the U.S. through to today's slick designs and varied uses — from pleasure to necessity.

Since the Musselman family are avid snowmobilers, they have plenty of personal articles such as various snowmobile suits, helmets, socks, gloves and goggles which act as excellent teaching aids.

Safety and survival are emphasized. Marianne warns: "If your snowmobile breaks down, the first thing you do is keep calm. Your worst enemy is the cold, so try to stay warm."



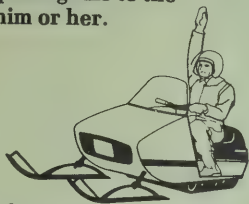
As a safety precaution when snowmobiling, Roy suggest you carry along a spare spark plug.

Know Your Signals

Every snowmobiler should use the proper signals to the people behind him or her.

STOP

Use right hand straight above your head.



LEFT TURN

Extend your left hand straight out.



RIGHT TURN

Extend left arm and raise the hand to a vertical position so it forms a right angle at the elbow.



Students also get a chance to look under the hood of a snowmobile when Roy takes them out to the garage and puts them through a routine check of the machine. Proposing a hypothetical situation, students are asked to figure out solutions.

And even though all students in all classes have been on snowmobiles before, they unanimously agree that their course teaches them a great deal about the laws, operation of the vehicle and emergency measures, leaving them better qualified to drive snowmobiles.



Roy Musselman lets the students have a first hand look at what's under the hood of a snowmobile.

Safety Tips for Snowmobilers



Hey! Watch where you're going! You're not the only one out on a winter's day.



When you're faced with crossing a highway — stop, look both ways and proceed only when the way is clear.



Make sure you check the ice depth before snowmobiling on a lake. If it's less than six inches it's too dangerous to take a risk so "thumbs down" and turn around.

How observant are you? Test yourself?

Look at the accident scene below. Try to memorize the details, then turn the page upside down. See how many of the following questions you can answer without looking at the accident again?

10. Did the accident just happen?
11. What time was it?
12. What time of the year was it?
13. Was the child carrying school books, a boy or a girl?
14. What might have caused the accident?
15. What was the name printed on the side of the truck.
16. Who was looking out of an upstairs window, a man or a woman?

1. On which street did the accident occur?
2. How many cars were damaged?
3. What province was the green car from?
4. In what province did the accident occur?
5. Where was the young man apparently running?
6. Who was in the phone booth?
7. Was there a stop sign on the corner?
8. Was there a fire hydrant on the corner?
9. Who was driving the green car?

The Accident



SAFETY BRIEFS AROUND THE WORLD

GO
SAFELY

U.S.A.: An experimental car running on wood is on the last leg of a test run from Florida to California. Wood chips are put into the reactor at the back of the car and ignited with a flare. Combustion in the reactor reduces the solid fuel to carbon monoxide and hydrogen, with some methane, then the gas is sucked into the engine. The 4,300 km trip was made on about "one large Alabama tree". The car gets about 1.6 kilometres-per-pound of wood and can reach 100 km/h.

U.S.A.: Alarmed by alcohol-related traffic accident stats, American legislators now believe it's time to get tough with young drinkers. During the last decade, 27 states have reduced the minimum legal drinking age, often in the belief that if young people were old enough to vote or fight in Vietnam, they would be mature enough to handle alcohol, responsibly. But nearly three quarters of the states that introduced this change have either scrapped it or are on the verge of doing so. In the last three years, 21 states have raised the minimum drinking age, or are debating it. Traffic accidents are the main reason behind the trend. Under-20's accounted for 8.6 percent of U.S. drivers in 1978, yet they were involved in 18 percent of all fatal traffic accidents. In addition, the availability of alcohol to 18 and 19-year-olds had a spin-off effect and was linked to an increase in traffic accidents among 15 to 17-year-olds who obtained alcohol illegally through them.

U.S.A.: Ford has come up with a better idea . . . to save gasoline, using a rubber band. Ever think how much gas you could save if your engine was idling at every red light or stop sign? Ford engineers in Cleveland thought about it and came up with this new silent device for quick restarts. The restarter uses a "spring" formed by a series of individual rings of rubber and coupled together. One end of the device is connected to a conventional electric starter, which winds the spring; the other is connected to the engine while a brake is used "to prevent the spring from unwinding except when required to start the engine." When the driver steps on the accelerator — after stopping the engine — the brake is released, the spring unwinds and starts the engine. This is not a joke.

U.S.A.: The Free-Way, a car which its manufacturer guarantees will attain 100 miles per gallon, is being offered for sale by H-M Vehicles, Inc. of Bloomington, Minnesota. The car, which runs on three wheels, has a fiberglass body and weighs only 550 pounds, was designed following eight years of research by company president Dave Edmonson. In addition to the gasoline-powered version, the Free-Way also comes in a higher-priced diesel model, said to attain 120 to 140 miles per gallon, and an electric version, also higher prices, which is supposed to have a range of 40 miles per charge at a constant speed of 40 mph.

NORWAY: Police in Norway have stepped up random spot checks on drivers. Even a whiff of alcohol on the breath means a compulsory breath test. If the result is positive, a visit to a doctor for a blood test follows. If a driver is found to have consumed more than one pint of beer before driving, he has broken the law. And anyone with more than 0.05 percent of alcohol in the blood goes to jail automatically for three or more weeks. The sentence will likely be spent at Ilseng labor camp for drinking drivers — site of a former Nazi camp from World War II. They sweat out their time chopping wood and tilling the soil.

CANADA: Sober drivers can be hired in Calgary to see drunks safely home. A firm called Sober Friend Home Escort Service offers a drive home to anyone who has had a few too many and knows they're in no shape to drive. To avoid an impaired driving charge, customers pay a \$2 fee, register their insurance with the escort service, then pay \$15 per trip. Two drivers are assigned to each trip; one drives the customer home, the other follows in a company car. However, they'll only service the "cheerfully inebriated".

CANADA: Because cars frightened horses back in 1909, the Prince Edward Island Legislature banned them from its roads. Relenting somewhat in 1913, cars were allowed on the roads three days a week to enable horses to get used to them gradually.

Sgt. J. Ambrose McKegney Retires from Kingston Police Force

Sergeant J. Ambrose McKegney, traffic safety officer for the Kingston City Police recently retired after 26 years' service.

A veteran of World War II, he served with the Canadian Army from '39 to '46, then worked at the Collins Bay Penitentiary before joining the Kingston force in 1953.

Sgt. McKegney was a favorite in Kingston schools and taught the

Elmer the Safety Elephant program since its inception in Kingston in 1961.

Most of Sgt. McKegney's spare time was devoted to youth, as director of the Church Athletic League for 26 years; past president of the Boy Scouts of Canada (Kingston district) and honorary member of the Kingston Jaycees for his work in their school safety program.



PRICE PER LITRE AND PER GALLON

L	G	L	G	L	G
22.9 cents	— \$1.04	27.7 cents	— \$1.26	32.5 cents	— \$1.48
23.3 cents	— \$1.06	28.2 cents	— \$1.28	33.0 cents	— \$1.50
23.8 cents	— \$1.08	28.6 cents	— \$1.30	33.4 cents	— \$1.52
24.2 cents	— \$1.10	29.0 cents	— \$1.32	33.9 cents	— \$1.54
24.6 cents	— \$1.12	29.5 cents	— \$1.34	34.3 cents	— \$1.56
25.1 cents	— \$1.14	29.9 cents	— \$1.36	34.7 cents	— \$1.58
25.5 cents	— \$1.16	30.3 cents	— \$1.38	35.2 cents	— \$1.60
26.0 cents	— \$1.18	30.8 cents	— \$1.40	35.6 cents	— \$1.62
26.4 cents	— \$1.20	31.2 cents	— \$1.42	36.0 cents	— \$1.64
26.8 cents	— \$1.22	31.7 cents	— \$1.44	36.5 cents	— \$1.66
27.3 cents	— \$1.24	32.1 cents	— \$1.46	36.9 cents	— \$1.68

Clip this gasoline price guide

Are you having a difficult time trying to figure out gasoline prices these days? The difference between gallons and litres — it can get confusing. Maybe this handy chart can help. Keep it in your car — it should make calculations easier for you.

Date is changed for school bus log books

The effective date for the regulation requiring school bus operators to keep a daily inspection log of their vehicles has been moved to Sept. 1, 1980.

Originally, it was to go into effect Jan. 1, 1980.

The decision was made to delay implementation because of concern expressed by some segments of the industry over their ability to produce and distribute log books by Jan. 1.

The Sept. 1 date was chosen to coincide with the beginning of a new school year and start of new contracts between school vehicle operators and boards of education. It also allows time for the development of a uniform format.

Over the next few months, staff will be meeting with representatives of the industry and school boards in an effort to produce a standard format log book.

Coming Events

April 2, 3, 4, — Fleet Maintenance Course, Ontario Safety League, Toronto, 362-1516.

April 21-25 — Motor Fleet Driver Trainer Course, Ontario Safety League, Toronto, 362-1516.

April 24-30 — Car Check Week.

Drive to save gas

The way you drive and take care of your vehicle can save you dollars on gas, if you follow these tips:

Check tires regularly — Keep them inflated to the recommended maximum shown on the tire walls.

Warm-up First — In chilly months use a block heater with a timer set at 2 or 3 hours ahead of time.

Moving It — Avoid "jackrabbit" or very slow starts.

Don't Brake Too Often — The more you brake the more you waste.

"Turn Off" on Short Stops — If you stop your vehicle for more than 30 seconds, turn the engine off.

Pedal Softly — Keep a light touch on the gas pedal and maintain a constant speed.

Going Uphill — Accelerate before starting up a hill; then you won't have to press the gas pedal as hard to keep up a reasonable speed.

Don't Speed — Good average speed is better than bursts of high speed which increases fuel consumption.

ontario traffic safety

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Hon. James Snow, Minister.

H. F. Gilbert, Deputy Minister.

Editor: Sharon Bagnato

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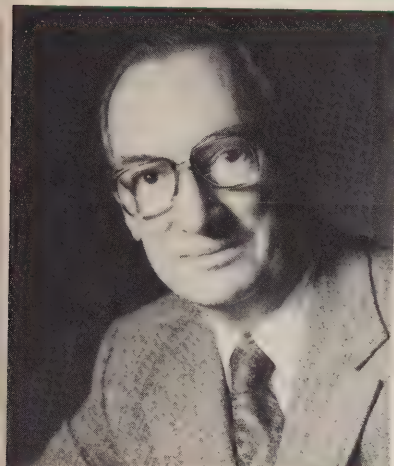
Ontario traffic safety



Ministry of
Transportation
and Communications



MARCH/APRIL 1980



Senior staff retirements

Robert H. Humphries, assistant deputy minister, Drivers and Vehicles, retired from the Ministry in April after 43 years with the Ontario Government.

Humphries started his career in the Ontario Government in the Department of the Provincial Secretary, moving to the newly-formed former Department of Transport in 1957. He was appointed Registrar of Motor Vehicles in 1967, a position he held until his appointment as ADM, Drivers and Vehicles in 1973.



R.G. (Roly) Gower, another senior staff member, retired from MTC in April. Gower joined the staff of the former Department of Transport in 1959 before the amalgamation with the former Department of Highways in 1971.

He started in the driver examination field filling management positions in various communities in the province. In 1966 he joined the Driver Branch, and then became director of licensing and control in the drivers and vehicles operation of MTC.

But, Officer!!

Explaining a traffic accident is never an easy job even if it wasn't your fault.

But if you are to blame, there's a list of excuses taken from actual cases and compiled by the Metropolitan Life Insurance Co.

Here goes:

"The pedestrian had no idea which direction to go, so I ran over him."

"The other car collided with mine without warning me of its intention."

"As I reached the intersection, a hedge sprang up, obscuring my vision."

"The guy was all over the road. I had to swerve a number of times before I hit him."

"The indirect cause of this accident was a little guy in a small car with a big mouth."

"The telephone pole was approaching fast. I was attempting to swerve out of its path when it struck my front end."

New crash rescue skills program announced

An intensive training program to improve the crash rescue skills of Ontario firefighters and the Ontario provincial Police was recently announced by Solicitor General Roy McMurtry.

The Minister said two specialists in crash rescue would be added to the instructors' staff of the Ontario Fire College in Gravenhurst this spring.

These men and the 14 fire service advisors already employed by the Ontario Fire Marshal's Office will co-ordinate the training of police and firefighters from across Ontario this summer.

In addition, a mobile training vehicle with all the latest crash rescue equipment will tour the province to
(continued on page 2)



Safety Officer with a net



P.C. John Powers, resplendent in his butterfly shirt shows OTS Editor Sharon Bagnato some of the moths and butterflies in his collection, including the unique gyandromorph, the only half male, half female butterfly ever found.

"Hurr-ry, hurr-ry, hurr-ry, folks! Step right up! A little closer — don't be shy! Come and see the gyandromorph, the only half male, half female butterfly in the entire world!"

Sound like a pitch from a carney barker somewhere on the midway?

You couldn't be more wrong.

It's traffic safety officer P.C. John Powers and "the only traveling butterfly show in the world".

Powers is like any other safety officer — except he collects butterflies.

And what a collection!

Brilliantly coloured rajah butterflies from India; map butterflies

with strange map-like markings and unusual wing shapes; the dazzling blue morphos from the tropics; and silver and gold beauties from Spain.

He has in his collection more than 6,000 butterflies and moths from every region in the world, including the rare and valuable gyandromorph which is a genetic freak found in Australia in 1973.

Five times a year, Powers, a seven-year veteran of the Waterloo regional police force uses his vacation leave — packs up his display cases and heads out to the many malls across Ontario to display a small portion of his unique and rare exhibit.

The former school teacher calls his collection "The Flying Jewels" and it's obvious from the crowds lining up to have a look, that they appeal to everyone.

"Kids bring their parents and parents bring their kids, so it's a family exhibit," said Powers, "and their appreciation and wonderment give me a great deal of satisfaction."

Today, the collection is unique in its variety and dazzling beauty. He feels it's equal to any collection anywhere in the entire world, including the major museums.

Some of his specimens are very rare and obviously valuable.

"I enjoy them and you can't put a dollar tag on the pleasure I receive from them," he said. "It's my way of relaxing."



At the Shoppers World Danforth Mall, John exhibits some of the many features of his butterflies to a classroom of local school children.

3rd Annual Handicapped Driver Seminar scheduled for Toronto

The Ontario Advisory Council on the Physically Handicapped will hold its Third Annual Driver Training Seminar on Monday, May 12 and Tuesday, May 13.

This is the first time the seminar will last two days. It will again be co-sponsored by the Ontario Crippled Children's Centre and the Canadian Paraplegic Association.

The program will take place at the Ontario Crippled Children's Centre, 350 Rumsey Road, Toronto. A banquet will be held at York University's Glendon College and guest speaker will be the Honourable James Snow, Minister of MTC.

The seminar will include workshops on driver evaluation and training, case presentations, displays, demonstrations, discussions on wheelchair restraint systems, equipment standards and driver licence suspension and requalification. A film on a successful training program will also be shown.

The Council is looking for a large turn-out from physically handicapped persons.

For more details, contact the Ontario Advisory Council on the Physically Handicapped, 700 Bay Street, 3rd Floor, Toronto, Ontario, (416) 965-9537.

Crash rescue (from page 1)

provide on-the-spot instruction.

Mr. McMurtry said the government agreed that crash rescue operations in the province should be co-ordinated through the Ontario Fire Marshal's Office.

He said that in some remote parts of Ontario, it will be necessary to use Ontario Provincial Police rather than firefighters in these operations.

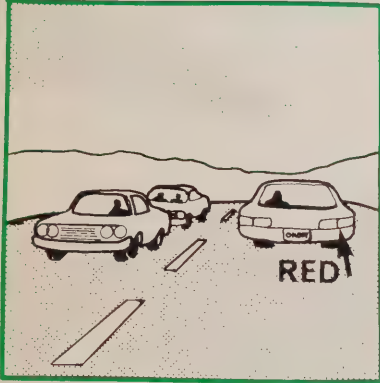
Mr. McMurtry said a draft curriculum has already been developed for this course at the fire college.

The minister praised the work done by volunteer organizations like the Simcoe Rescue Squad and the Quinte Rescue Service and plans to utilize their enthusiasm and expertise in developing a more sophisticated approach to crash rescue in the 1980's.

Tips From The Driver's Handbook

LIGHTING

Lights are required from one-half hour after sunset to one-half hour before sunrise and at any time when poor visibility such as fog, snow and heavy rain prevents you from seeing clearly, persons and vehicles at a distance of 150 m (500 ft.) or less.



Headlights

These lights must be clearly visible at least 150 m (500 ft.) from the front of your vehicle and must be strong enough to illuminate objects 110 m (350 ft.) away. Driving with one headlight or with improperly aimed lights is illegal. Have your headlights adjusted regularly. Keep headlights clean and properly aimed. Replace burned-out units immediately. It is also illegal to drive with headlights coated with dirt or covered with a coloured material or lacquer or where headlights have been modified by the attachment to the lamps or the motor vehicle of any device that reduces the effective area or intensity of the headlights.

Parking Lights

As the name implies, these lights are for parking only. If you drive when lights are required, use your headlights — NOT parking lights only.

Rearlights

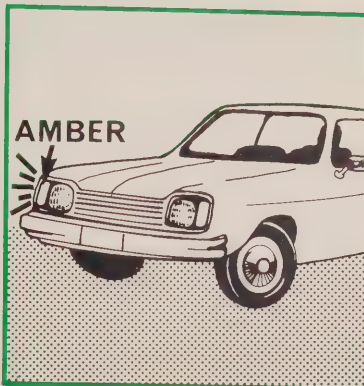
Every motor vehicle and trailer must show a red light at the rear which is clearly visible at a distance of at least 150 m (500 ft.) from the rear of the vehicle and must have a white light to illuminate the registration plate while

being operated when lights are required. Vehicles (other than a truck tractor or a motorcycle) manufactured after January 1, 1966 must have two red lights, one on each side of the rear.

Motorcycle Lights

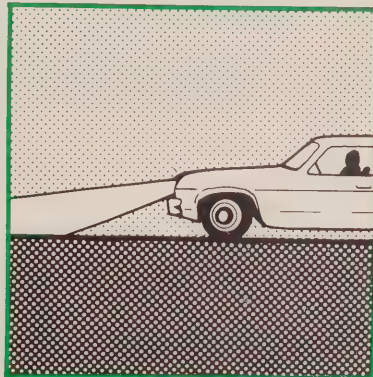
Motorcyclists are required to turn on their front and rear lights day and night when they are on the road. Motorcycles manufactured before January 1, 1970, are exempt from this requirement.

Signal Lights



A new motor vehicle (other than a motorcycle) is required to be equipped with mechanical or electrical signal devices.

Low Beams In Fog



You can see and be seen better in fog, snow or heavy rain using lowbeam headlights, when lights are required.

Spot Lights

A motor vehicle must not be equipped with more than one spotlight and the high intensity light

beam must not be aimed to the left of the vehicle nor more than 30 m (100 ft.) ahead of the vehicle to which it is attached.

Lower Light Beam When Approaching and Following

Switch to the lower or passing beam of your headlights when you are at least 150 m (500 ft.) from an oncoming vehicle.

Use your lower beam when following another vehicle within 60 m (200 ft.) except when in the act of overtaking and passing.

These requirements apply on all highways including divided highways.

VISION

Traffic Distractions

Driving a vehicle in traffic can be difficult. And concentrating on this task can leave the driver little time for anything else, even casual conversation with passengers. And since there is so much to watch for and attend to, every driver must view traffic selectively, paying close attention to those traffic matters which concern him/her most. The key to successful accident-free traffic driving can be summarized in several ways. All involve one of the most important senses — vision.

Look Up and Ahead

How far ahead you can look depends a lot on the density of traffic flow and the level of vehicle control required of the driver. On the highway, a driver should look ahead and allow peripheral vision to take care of what's up close. You don't have to worry about missing situations close to you, your brain won't let you. It will attract you automatically to nearby situations which demand your immediate attention. An eye that sees properly must MOVE CONTINUOUSLY. So don't stare ahead. Look up and around.

Look Behind

Good drivers develop a systematic routine for looking ahead, from side to side (in the city, look from sidewalk to sidewalk). Look in the rear-view mirrors. Check your mirrors every 5 to 10 seconds — especially before you signal a stop, turn or change lanes.

*The
Draisine
- no pedals*



*Lady's
Draisine
- no centre bar made
it easier to straddle*



*The
Lallement
- finally a bicycle
with pedals*



Theme for the 80's. . . Best buy : Bet

With the energy crunch and the price of gas rising faster than most cars can travel, everyone is on the lookout for an alternative mode of transportation. . . something that'll get you there and back, cheaply, without large repair bills and practically no maintenance at all.

Sound like a pipe dream?

Not really. There is a vehicle that fits the bill perfectly and it's been around for a couple of hundred years — the bicycle.

Millions of people across North America have rediscovered this two-wheel wonder. There are new makes, models and designs on the market, domestic and imported.

They go faster, look better and last longer than the original bicycle known as the Celifere, built in France in the late 1700's. The only thing the Celifere had in common with today's bicycles was two wheels — and that's where the similarity ended.

It didn't have pedals and couldn't be steered.

To become mobile, riders straddled the machine and pushed it along the ground with their feet, coasting only on the straight-of-way or downhill.

You had to be in shape to handle the Celifere.

It wasn't until 1816 in Germany that Baron Karl von Drais built a similar vehicle, known as the Draisine, which quickly became popular throughout Europe.

Although it still had to be walked, the big improvement was the steering in the front wheel. Now, at least you could make a decision on which direction you were taking.

Pedal power in the United States made its first appearance in 1866 when Pierre Lallement applied for a patent for the Lallement Bicycle, the great-great grandfather of today's bikes, pedals and all.

Bicycling soon became a fad. Riding academies were established to teach people how to ride — for a fee, of course. Racing became popular and, in fact, became an international sport.

During this time, the bicycle was constantly improved. The most important safety feature was the use of a sprocket-and-chain drive. This increased the distance covered for each revolution of the wheels. Riders sat lower and between the

From BICYCLING illustrated by Ken Martin and Enid Kolschning ©1974, 1972 by Western Publishing Company Inc. Used by permission.

buy a bike!

wheels. Finally, the pneumatic tire was added, increasing the softness of the ride.

By 1890, bicycling reached a peak which has only been rivalled by today's rebirth.

It was the bicycle which influenced women's fashions — for more and more women were taking to the road, but hoop skirts, bustles and other cumbersome clothes were much too awkward. So, the era of bloomers, culottes and short skirts appeared — all to make it easier for women bicyclists.

In 1890 bicycles were the fastest wheels on the road and provided transportation for business as well as pleasure and they cost about 100 turn-of-the-century dollars.

Today, you can go out and buy an average bike for about the same number of 1980 dollars. No increase in numbers, but 1890 dollars would buy 25 times as much. Regardless, you can't beat the bike. Especially today.

Whether it's a 10 speed racer or a fun bike or a bicycle built for two — the bicycle is today's vehicle and judging by the thousands of cyclists on our streets and roads — it's tomorrow's, too.

Today's bikes

In 1978, more than 450,000 bicycles were imported to Canada to satisfy the growing sophistication of cyclists.

Heading the list of imports were 206,220 coaster bikes, followed by 120,968 10-speeds; 44,252 3-speeds; 40,218 5-speeds; 35,236 others; and for those who like to keep their bike in the trunk of the car for instant cycling, 3,520 folding bikes.

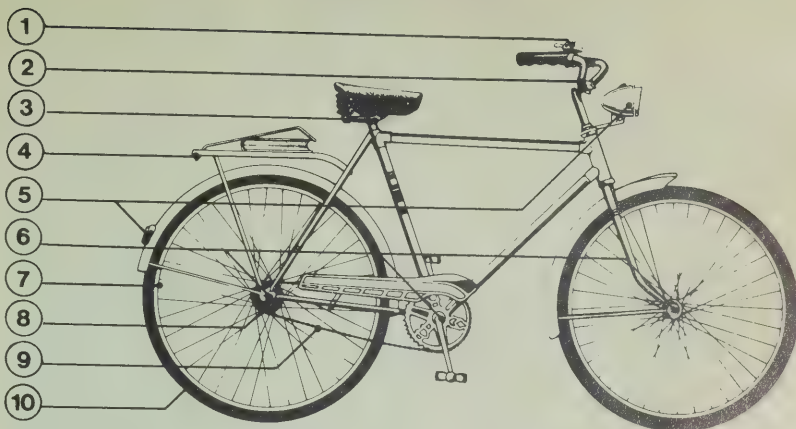
The largest importer was Poland with 143,385 bicycles, followed by South Korea, Japan and Czechoslovakia.

C.C.M., Canada's largest manufacturer of bicycles, sold approximately 180,000 bikes last year and with the gas squeeze, are looking toward even bigger sales this year.

Proof that the bike is here to stay was verified by Statistics Canada whose findings showed:

Total number of households in Ontario with bikes is — 1,226,000.

Cycle Hints



1. Bell — law requires your horn, bell or gong be loud and clear.

2. Steering — keep handle-bars straight, tight and right height. Keep handlebar nuts tight. Make sure grips are snug.

3. Seat adjustment — if the seat is not properly adjusted you can't drive safely and without strain and fatigue. Too low or too high, you lose pumping power.

4. Parcel carrier

5. Lights — for night driving you must have a white or amber front light, a red reflector or light on rear. You must also have red reflective material at least 10" (25 cm) long, 1" (25 mm) wide on back fender. Front forks must have white reflective material at least 10" (25 cm) long, 1" (25 mm) wide.

6. Lubrication — Front hub, head bearing, coaster brake, and crank bearings need good multipurpose grease. Chain and pedals need good light machine oil.

7. Wheels — check for bent or missing spokes, wheels won't run true if all spokes aren't tight and in position. Keep axle nuts tight.

8. Brakes — are just as important on your bicycle as on a car. Keep them properly adjusted.

9. Chain — should be cleaned and oiled regularly. Remember — it connects the source of power (You on the pedals), with the sprockets that provide the 'drive'. Check for weak links. Keep proper tension. About $\frac{3}{4}$ " (2 cm) up and-down movement is correct.

10. Tires — check for cuts and bruises. Keep press sure up.

1-1/4" (30 mm) tires, 50-65 pounds (350-450 kPa)
1-3/8" (35 mm) tires, 40-60 pounds (280-400 kPa)
1-1/2" (40 mm) tires, 35-55 pounds (250-380 kPa)
1-3/4" (45 mm) tires, 30-50 pounds (200-350 kPa)
Don't drive with bald tires. You'll have poor traction, slow stopping when you hit the brake

THIS IS THE LAW

Did you know that

Under The Highway Traffic Act, the driver of a bicycle is subject to the same rules of the road as a driver of a motorized vehicle.

This means you must stop your bicycle when you approach a STOP sign, then proceed only when it's safe to do so.

Also — you must stop your bicycle at a RED SIGNAL LIGHT and wait 'til the signal changes to green before going through the intersection.

It's the law — it's there for your safety. And not obeying it could cost you a fine — or, tragically, even your life.



Why take a chance?

Bridging the Gap



Left: There are still many bridges in Ontario built just after the turn of the century doing good service, but as the need arises they are being replaced with modern, up-to-date structures utilizing the latest engineering technology. When the bridge at Highway 2 and Bronte Road just east of Oakville was built in 1915, it was the epitome of bridge design, with its steel trusses and bridge deck.

Below: Sixty-five years later, the bridge occupying the same site, is a well lit, properly signed, modern concrete structure on what is now Lakeshore Road (formerly Highway 2) and part of the Town of Oakville road system. The bridge should last at least as long as the original structure.

TIRF report released on child mishaps

The Traffic Injury Research Foundation has released a report on fatal collisions involving child pedestrians.

Highlights showed that such collisions involving the one-to-four age bracket occur during the daylight hours in summer months. Characteristically, the child is playing behind a parked vehicle either in a driveway or near it. . . and is run over when the vehicle is set in motion from a parked position.

Usually, the driver is judged not to be in error.

A very different profile describes the fatal collision involving the five-to-seven-year-olds, which most often occur during the hours when the child is travelling to or from school.

Then, the victim is struck by a car when crossing a roadway between intersections, often after entering the traffic stream from behind a parked vehicle and the car is usually travelling at the posted speed.

Again, the driver's action is not judged to be in error.

The profile of like collisions involving the eight-to-fourteen year olds is also different. They usually occur at night, on the weekend, often



during the winter months. And the youngster is usually crossing at an intersection of walking on or along a highway.

Driver error, is more frequently cited as the fault.

The report points out circumstances leading to collisions differ markedly for children at various ages, and "it is extremely important to know these differences exist so countermeasures can be developed which are tailored to the specific needs of these groups".

Copies of the report are available from the Traffic Injury Research Foundation, 171 Nepean St., 6th Floor, Ottawa, Ont., K2P 0B4 at a cost of \$1.00.

Here are the figures

Traffic fatalities have decreased since the seat belt legislation and lowered speed limits were introduced in January 1976.

"There were 1,800 traffic fatalities in 1975 before these measures came into effect", said Minister of Transportation and Communications James Snow, "and four years later, in 1979, there were 1,56 fatalities — a decrease of 14 per cent."

And this decline occurred in spite of the fact there are about 18 per cent more vehicles using Ontario highways than in 1975.

Spring tune-up



After long months of cold weather, snow (well, some snow!) and potholes, your car engine may be in desperate need of a tune-up.

Besides, without it, you're wasting expensive gasoline.

So, if you want trouble-free spring and summer driving, and you are energy conservation conscious, here's what to do:

- get an engine tune-up, including a check of points and condenser (if your vehicle has them), plugs, timing, carburetor and ignition wires;

- have your battery checked for proper levels and charge; have any accumulated corrosion cleaned from terminals;

- get your radiator drained and flushed if necessary, replace the coolant mixture.

- have your oil changed and filter replaced, using summer weight or a multi-grade oil, have a "lube" job;

- remove your snow tires and, at the same time, have the new tires properly inflated and rotated (including the spare) to promote tread life;

- have the wheels balanced and front end aligned;

- get the front end checked, including the steering and shock absorbers, springs and transmission;

- have the brakes adjusted checking drums and linings for excessive wear, check the fluid level in master-brake cylinder;

- check the tension and condition of all belts, look at hoses for leaks or cracks;

- check exhaust system for rust, cracks or leaks;

- see that headlights, brake lights, back-up lights and turn signals are operating properly; and

- check air filter and replace if necessary.

NEWS BRIEFS

FRANCE: The government is seeking approval for a bill under which violators of regulations, chiefly traffic rules, would pay fines based on their daily earnings. If passed, a factory worker earning \$700 a month could be fined an amount equal to 10 days pay, or \$233 for an offence; a business executive earning \$3,000 a month would be fined \$1,000 for the same offence.

U.S.A.: Willie Klump says he's having a tough time getting Louisiana industry interested — but at least he's done his part in the energy crisis. Klump, a self-taught mechanic, has driven his 1964 van more than 250,000 miles without an oil change, and says he'll drive another 200,000 before he drains the crankcase. How? Because he's come up with the ultimate oil filter — one the Army finally agreed to test, though he hasn't had a nibble from civilian manufacturers. Says Klump: "With this filter, your engine should run a half a million miles." And just what is this revolutionary new filter? Toilet paper — one roll every 3,000 miles.

U.S.A.: Chemists at General Electric's Schenectady r&d centre predict plastic car windows will be a common sight in the near future. They'll weigh half as much as glass and be "virtually unbreakable", thus cutting vandalism and accidental damage costs. Over the years, researchers have developed a technique making polycarbonate — the world's toughest engineering plastic — almost as abrasion-resistant as glass. Until now, it marred easily, disqualifying it for window usage. But a unique primer has been discovered which allows an invisible silicone coating of the polycarbonate. This enables the plastic to resist abrasion almost as well as glass.

U.S.A.: The average cost of owning and operating a new car in the U.S. jumped to 38 cents a mile in 1979 from 33.1 in 1978, a Hertz Corp. survey showed. Motorists now spend more to run a subcompact car than it cost to operate luxury vehicles six years ago. The New York-based car rental leasing firm said the largest annual jump was in gas prices. By contrast, 1950 expenses averaged 10.9 cents per mile.

U.S.A.: A Niagara Falls, N.Y. gas station operator has started pumping gasohol — a mixture of 90 percent gasoline and 10 percent alcohol. Adding alcohol to gasoline isn't a new idea. Research began eight years ago in Nebraska when the state saw a chance to build new markets for midwestern grain and save on fuel supplies. A spokesman for Ontario's Ministry of Energy said the Ontario government's position, at this point, is merely "to keep abreast" of any developments in gasohol.

JAPAN: Toyko's Honda Motor Co. will begin mass-producing alcohol-fueled motorcycles at its Brazilian subsidiary by the end of this year. The largest Japanese motorcycle manufacturer has delivered a number of 125 cc models to the Brazilian government and one of them is expected to be approved. The factory, a joint Brazilian and Japanese venture, has been making 45,000 motorcycles a year.

ENGLAND: An angry driver in Kent, was given a breathalyzer test after drinking six lager beers. He passed and should have been happy. But instead, he promptly fired off a complaint to the local consumer-protection department claiming the lager must have been under strength.

You can always get another hat, Charlie!



Charlie Bier, Patrol Supervisor, MTC's Hamilton District, while on patrol in a Ministry station wagon recently, was struck by another vehicle which ran a red light. Charlie credits the fact that he was wearing his safety helmet with saving him from serious injury. While we all can't drive around with safety helmets on our heads, it's obvious they sure do a good job.

Gas guzzlers guide available. . . .

Transport Canada has published a booklet entitled "Fuel Consumption Guide 1980" to assist Canadians in purchasing the most fuel-efficient vehicle for their needs.

The booklet explains how to save many litres of gasoline and hundreds of dollars as well, by purchasing a more fuel-efficient car.

Your individual purchase, there-

fore, becomes an important part of the national effort to solve Canada's energy problems.

Automobiles and light trucks are listed alphabetically by manufacturer as well as in order of ascending fuel consumption.

Copies may be obtained from the Public Affairs Branch, Transport Canada, Ottawa, K1A 0N5.

Do we have your correct address?

If not, please forward the mailing label with your correction to:

Editor

Ontario Traffic Safety
Ministry of Transportation
and Communications
1201 Wilson Avenue
West Tower, Main Floor
Downsview, Ontario M3M 1J8

Coming Events

April — Traffic Safety Month.

May 1-7 — Child Safety Week.

May 7-9 — Ontario Block Parent Conference, Medway Hall, University of Western Ontario, London, Ontario.

May 26-30 — Advanced Fleet Driver Trainer Course, Ontario Safety League, Toronto, 362-1516.

July 7 - Aug. 1 — Teacher Driver Training Course, Don Head Secondary School, Toronto; sponsored by York University; applications available from local school board offices.

May 25-28 — Ontario Traffic Conference, Annual Meeting, Holiday Inn, Sudbury, Ontario.

ontario traffic safety

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Hon. James Snow, Minister.

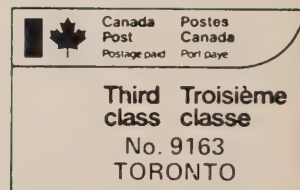
H. F. Gilbert, Deputy Minister.

Editor: Sharon Bagnato

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Ontario Traffic Safety



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Communications



MAY/JUNE 1980

Judicial system is speeded up

With so many laws — the wheels of justice turn slowly.

Subsequently, courts have become congested with millions of charges for very minor offences. And as a result, expenses, the numbers of court officials and law enforcement personnel have grown to enormous proportions.

A new approach was needed to streamline the system. And that is why the New Provincial Offences Act was written by the Ministry of the Attorney General — so justice could be done in a fair, efficient and inexpensive manner.

The new procedure applies to offences under The Highway Traffic Act — such as speeding, failure to use seat belts and violations involving vehicle safety, plus offences under the Motorized Snow Vehicles Act.

What used to be called a "ticket" is now an "offence notice". And when you receive one, you have a choice of one of three options within 15 days:

1. Plead guilty and pay the fine.
2. Plead not guilty and the court will set a time and date for the trial and inform you as well as the prosecutor of the date. But if you don't show up at the trial, you could be convicted in absence and a fine imposed.
3. Admit to the offence and explain the circumstances (guilty, but with an explanation), then appear before a justice, usually a Justice of the Peace, at an appointed time and place and explain why the fine should be reduced or time for payment extended.

The act takes the confusion and red tape so long associated with courts and court procedure and simply speeds up the process.

New A.D.M. is appointed

Mark Larratt-Smith has been named assistant deputy minister of the Ministry of Transportation and Communications' Drivers and Vehicles Division and will be Ontario's Registrar of Motor Vehicles.

Larratt-Smith began with the Ontario Government as an executive officer in the Office of the Premier in 1969, moving to the Cabinet Office in 1972 where he served as recording secretary of cabinet and as secretary of the Cabinet Committee on Social Development.

In 1974, he moved to MTC as a program executive, filling various management positions — from director, policy co-ordination, external affairs to executive director of the Transportation Regulation Division.



DDT — Drugs, Driving, Trouble!

CAUTION: *This product may cause drowsiness. Do not drive or operate machinery while taking this medicine.*

It sounds simple enough.

But you can be sure a lot of people disregard this warning and continue to drive their cars after taking a pill for a cold, or a cough syrup, or one of the many products promising instant relief.

After all, what harm can it do?

Well, according to a recent report by the Traffic Injury Research Foundation (TIRF) on drugs detected in fatally injured drivers and pedestrians in Ontario — they do not help when driving.

In recent years, there have been problems concerning drugs and driving. It's known many drugs can have serious and impairing effects on anyone's driving ability. Yet, there was little scientific evidence regarding their presence in traffic fatalities ... 'til now.

Over a period of a year, a study sample of 484 drivers and pedestrians (obtained from 1,031 fatalities) was subjected to analysis via fluid and tissue specimens.

The results of the investigation showed:

As per chart, 68 percent tested positive for one or more drugs, including alcohol. Not surprisingly, **the drug detected most frequently was alcohol.** More than twice as many victims (55 percent) had been using alcohol as all other drugs combined.

Drugs were detected in 26 percent of the **drivers** and 29 percent of the **pedestrians**. Twenty-eight percent of **females** were positive for drugs as were 26 percent of the **males**.

In total, 34 different drugs were detected, but the most frequently found were: **cannabinoids** (marijuana, hashish, THC); **salicylate**

(continued on page 2)



Corporal Ed Fearon (left) Traffic Unit No. 5 District, and Inspector Don Dowser (right) Traffic Division, General Headquarters, check the flight plan for the single engine aircraft the OPP uses in their unique "Skypatrol" operation.

Operation "eye in the sky" is now airborne

Skypatrol to cruiser: Looks like we've got one! He's three cars ahead of you and flying.

Cruiser to skypatrol: O.K. Advise.

Skypatrol to cruiser: Now he's two cars ahead. You should be able to see him. I've clocked him at 118 kilometres per hour. Time 12:45 p.m.

Cruiser to skypatrol: We've got him!

This speed detection sequence will be re-enacted along our busy highways throughout Ontario in the next several months, as the OPP's aircraft patrol goes into action.

The "eye in the sky" has been around since 1966 — and it's proven to be effective.

According to Corporal Ed Fearon of the OPP's aircraft unit at the Downsview detachment: "There were close to 30,000 speed and other moving violation charges laid under this program last season. So it's certainly a deterrent to speeders."

The OPP uses a single engine four-seater, high-wing aircraft which

they lease. The pilot must be highly experienced with at least 300 hours to his credit and possess a valid commercial licence.

The OPP officer accompanying the pilot has been thoroughly trained for this unique type of traffic patrol operation.

And the detection method is foolproof.

A yellow triangular marker is painted every 500 metres along a two-kilometre stretch of highway. And the markers are checked regularly by MTC staff after being authenticated by a road survey crew.

The skypatrol's flight plan calls for flying at an altitude of approximately 450 metres and 300 metres to the right of the highway. An oval, lefthand pattern is flown above the markers.

The pilot and OPP constable, who's seated on the left side of the plane so both have the same view, get ready to time a suspected speeder.

Once spotted, the constable starts the timer and the suspected speeder is clocked — then clocked again — and the information is radioed to the cruiser below who handles it the rest of the way.

Constable Ross Elliott, this year's "eye in the sky" for the Downsview detachment, feels this clocking method is "very fair".

"When you're caught by radar," said Elliott, "you're only in that beam for five seconds. But from the air, we clock the motorist from one marker to the next, then do it again — and it takes approximately 40 to 45 seconds. And all the time, the speeder is under our visual surveillance as well.

"By the way, the speeder is only charged with the lowest speed clocked. And I think that's certainly fair."

So, to those would-be speeders who think they only have to contend with patrol cars and radar — they're wrong.

The skypatrol is watching, too.

DDT — Drugs, Driving, Trouble! (continued from page 1)

(aspirin, ASA); **diazepam** (Valium, Vivol); **codeine** (an ingredient of 222's and many cough syrups); **acetaminophen** (Tylenol, Atasol, Exdol, Temptra) and **phenobartital** (sedative and common ingredient of antispasmodic tablets).

Among drivers, the drugs detected most frequently were cannabinoids, salicylate, diazepam, codeine and acetaminophen. Among pedestrians, cannabinoids, salicylate and diazepam were the three most frequently detected substances.

Overall, 54 percent of the victims in whom drugs were detected, also

had consumed alcohol.

However, drug "abuse" did not appear to be an important factor since the majority of drug concentrations were consistent with therapeutic dosages.

The highlights of the study indicated several important factors:

- (1) that alcohol remains the greatest detriment to road safety among those involved in fatal accidents;
- (2) that the issue of cannabis-alcohol interactions would seem to be of substantial importance, both for future

research as well as for traffic safety in general;

- (3) that the major importance of salicylate detection, from a road safety perspective, might be as an indicator of the presence of medical conditions, or of other drugs which might hinder the safe operation of a motor vehicle;
- (4) that the effects of diazepam alone, as well as in combination with other substances, should be considered a subject of concern to road safety.



TRAILING BEHIND



Towing on a Highway — Towing usually refers to the practice of attaching a trailer or similar device to a motor vehicle. Trailers may carry other vehicles, boats, snowmobiles, motorcycles or material — or be a separate vehicle, such as a house trailer.

A motor vehicle, other than a commercial one, can tow only one trailer at a time. When towing a trailer or similar device, two methods of attachment must be used: A tow bar and ball-attachment device and a safety chain attached. Fifth-wheel attachment devices are exempt from this regulation.

systems if the engine in such vehicles cannot run. Trying to start a disabled vehicle by towing is a dangerous practice, and one that could cause an accident or mechanical damage to both vehicles.

Starting — Always start slowly. Check traffic. Signal that you intend to move into traffic lanes.

Turning — When turning corners, stay in the center of your lane, close to, but not on the centerline. On right turns, look in your right mirror, signal and slow down. Move forward until the car's front wheels are well ahead of the intersection curb, then turn right. On left turns, observe traffic, signal and proceed slowly well into the intersection. Swing wide to allow for trailer to track with adequate clearance.

Passing — Remember that your car and trailer combination needs more room and more time to pass than a car does. On two-way roads, make

sure you have at least half a mile of unobstructed road ahead. Check your mirrors on both sides. Be well ahead of the vehicle to be passed before moving back into your lane. When being passed, help other drivers to pass you where it is necessary. Try not to hold up a line of traffic.

Stopping — Stop gradually. A sudden stop may jackknife your trailer. When preparing to stop, get into the slower lane.

Backing — Always back slowly with only small corrections of the steering wheel. To back a trailer right, turn the front wheels of your car left; to back left, turn car wheels right. Practice backing in a safe open area, such as an empty parking lot.

If Your Trailer Fishtails — Swaying occurs because of wind or passing vehicles. When this happens, depress accelerator slightly and apply trailer brakes. Do not let up on gas or apply car brakes.



It is against the law to carry person(s) in a house trailer or boat trailer.

The driver is responsible for ensuring that no person riding a bicycle, coaster, roller skates, skis, toboggan, sled or toy vehicle attaches himself/herself to a vehicle.

Towing Disabled Vehicles — Towing a disabled vehicle should only be done under extreme necessity. It is recommended that drivers of disabled vehicles obtain assistance, whenever possible, from a tow-truck specifically designed to tow disabled vehicles. If a disabled vehicle must be towed by another vehicle, only a licensed driver may operate the disabled vehicle. Warning signals or emergency flashers must operate on the disabled vehicle being towed. A secure means of attachment must exist between the vehicles. The driver of the disabled vehicle should initiate braking to ensure that the tow cable, if flexible, is kept tight. **Do not attempt to tow disabled vehicles that have power braking and steering**

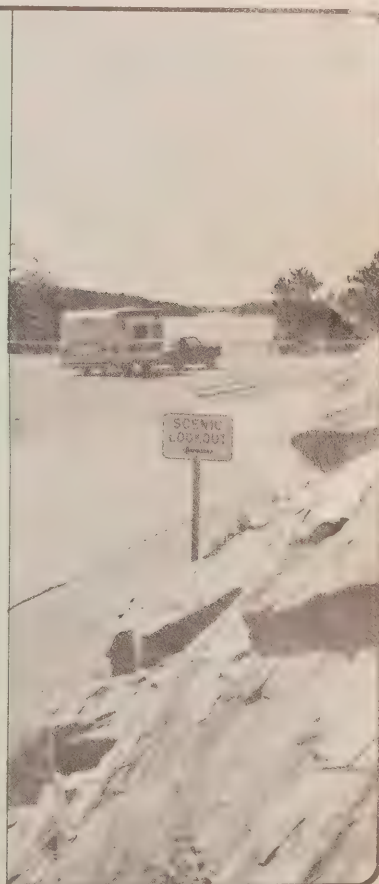
THIS IS THE LAW

Did you know that

A trailer is considered a separate vehicle from your automobile and must be registered by MTC. You can buy a lifetime plate for \$25 from any Ministry licence-issuing office. You can tow a trailer using your Class "G" licence provided the towed vehicle is not over 10,000 lbs. (4500 kg) gross vehicle weight.

On a highway at any time when lights are required, your trailer registration plate must be illuminated by a white light. Your trailer must have one red lighted lamp on the rear.

A pamphlet entitled "Safe Trailering Requires Special Knowledge" is available by writing to the Editor, Ontario Traffic Safety, 1201 Wilson Avenue, Downsview, Ontario, M3M 1J8.





Above: Don McCracken, center, with fellow REACT members Jack Russe and guest Page Graham, right, who is a

Left: Fran Dunlop, is one of 17 Official Members. She has been a dedicated volunteer with channel nine for a minimum of four hours a week in need of help.

Citizens Band together using air

It's late at night . . . very late . . . outside a strange town. The car breaks down. The driver is alone and apprehensive . . . anxious for help.

Help in the Lake Simcoe area is REACT. And REACT is short for Radio Emergency Associated Citizens Teams who live up to their name.

A group of 21 men, women and teens, they voluntarily monitor emergency channel nine on Citizens Band (CB) radio 24 hours a day, seven days a week. They are trained to respond to distress calls courteously and in plain English to avoid any confusion.

"CBs speed up the response to an emergency. We telephone for qualified help which usually arrives on the scene faster than would otherwise be the case," said Ron McCracken, president of Lake Simcoe REACT. "CBers also request help for fellow drivers in need of assistance, but who can't radio for help themselves."

Members must monitor channel nine for a minimum of four hours weekly from a "base" station out of their homes so they can be close to a telephone to contact police, fire

department, ambulance, tow-truck or families in an emergency.

Each member maintains a log, listing hours worked and calls received. On the average, each receives three to five emergency calls monthly.

In addition to monitoring, most members belong to CB clubs and monitor channel nine anywhere, anytime. Take REACT member Norm McLeod for example. He commutes daily by car to Toronto from Bradford via Highway 400 and monitors channel nine on the way.

Each member must have a Restricted Radio Telephone Operator certificate, acquired by writing a Communications Canada test emphasizing procedure in answering emergency distress calls and entitles the holder to operate Very High Frequency (VHF) radios.

When picking up a call for help, REACT members need to know the location of the problem (the more exact the better) if there are any injuries, the number of people, and type of emergency. These details will allow the REACT operator to contact the correct services which

can arrive on the scene promptly and properly equipped.

"We monitor close to 100,000 people in our area, covering from Sutton on this side of Lake Simcoe down around the bottom of the lake to Newmarket and up the other side to Barrie," said McCracken.

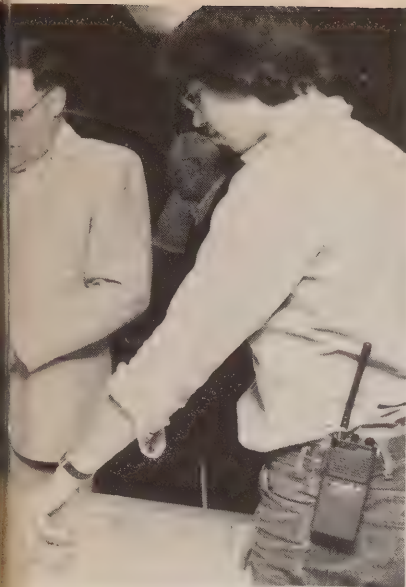
Initially, Carol McCracken, was disinterested in REACT but after filling in for a member who was ill she was hooked.

One of her recent calls came from a man who was driving behind a woman who wasn't aware her car had caught fire. He radioed for help, then directed her to pull over.

There is a volunteer fire department in Keswick and Howard Standley, one of the volunteers, heard the call on his CB while driving to the fire hall. Help was on the way.

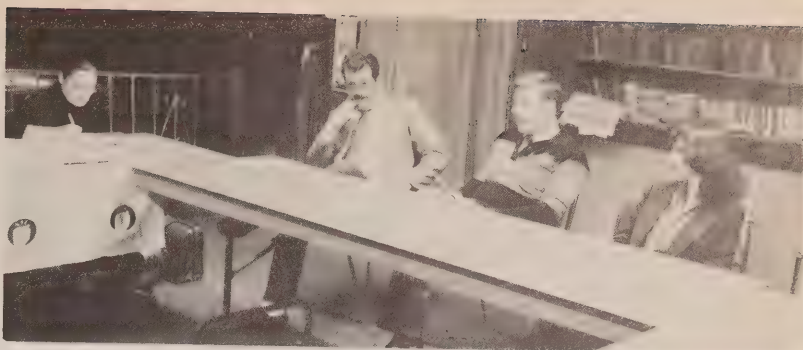
There's one drawback when relying on CBs to call for help — a transmission problem called "skip" interference on the air waves which redirects messages. CBs transmit and receive on the average within a five to 15 mile radius. VHF radios trans-

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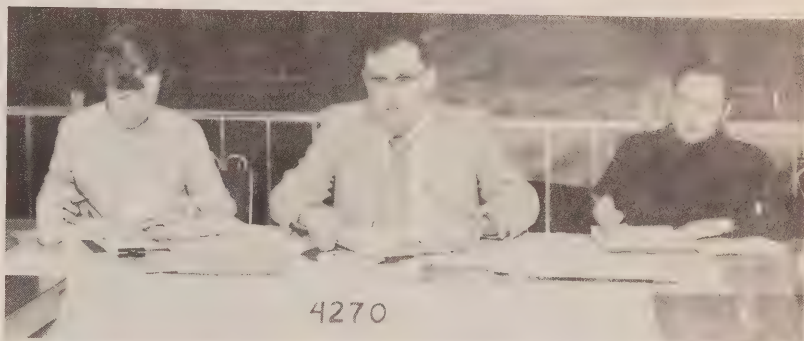


Monitoring the Lake Simcoe area with Ron McLeod, center left, and interested operator.

Member of the Lake Simcoe REACT team. She last year has monitored emergency calls and assisted numerous motorists in



When chairing a meeting president of Lake Simcoe REACT, Ron McCracken, center, is flanked by treasurer Kerry Lea Chadwick, left, and secretary Fran Dunlop, right.



P.C. Don Gelinas, center left, and Corporal Wes Prosser, center right, of the Barrie OPP met with REACT members in the Keswick senior citizens' recreation hall.

ives to aid motorists on highways

ssa

mit within 25 to 50 miles with less interference.

In addition to REACT monitoring channel nine, as of Feb. 1980 the OPP are also providing this emergency service on all provincial free-ways in the province.

McCracken informed police in the Lake Simcoe area of the REACT operation when it began — one and a half years ago — and was given their wholehearted co-operation. Now, McCracken said, the team is delighted to work as a back-up to the OPP.

Local police officers are invited to join the team at their monthly meetings in the Keswick senior citizens' recreation hall to discuss methods of improving communications between the police and REACT.

Constable Don Gelinas and Corporal Wes Prosser of the OPP Barrie detachment met with the REACT team. Constable Gelinas said, "While it's great to see people working together to help one another", he's skeptical about the efficiency of CBs, arguing that at the present time

there's too much channel interference. Yet he supports the team and encourages their work.

Corporal Prosser said: "CBs if used properly, can be an effective means of communication" then added "but too often irresponsible broadcasters tie up the air waves." But McCracken said the Lake Simcoe area now has little or no interference on channel nine. Area CBers have gone one step further, and avoid using channels eight and ten to cut interference from high-powered equipment.

"A few people frowned on our operation initially, particularly if we asked them to use another channel. We didn't push anyone around, they just dropped off. Channel nine is now clear in our area," McCracken said.

But CB reception can be a matter thrown to the wind, let's say as illustrated by an unusual incident which happened to McCracken. He picked up a distress call from a motorist just north of Houston, Texas.

"That's 1,250 miles away. I didn't attempt to talk back to him and he was doing a good job relaying the

necessary information. He had discovered a single car accident in which a woman and youngster were injured and was asking for an ambulance and the Texas State Police. So, I picked up the phone and called Texas for help."

Lake Simcoe REACT took shape when McCracken went on a grade seven camping expedition with students and parents. After speaking to a few interested parents, they registered with REACT International Inc. headquarters in Chicago and six months later were in business.

There must be six operators to form a team and each REACT team is completely autonomous. McCracken's fees are \$10 an adult, six of which goes to headquarters; \$5 for each additional family adult, three goes to headquarters; and \$5 for each child with three sent to headquarters.

In return, REACT literature and supplies are sent to each team and an umbrella insurance policy covers each operator's use of the radio, including law suits. Every REACT team submits bi-annual reports.

So if disaster strikes on the road, we hope someone will REACT!

Shell book helps . . .

How to keep children safe in and around cars

The proper restraint for your child

Safety devices are available for children of all ages and sizes. A proper seat will help protect critical areas and absorb shock forces in a collision.

However there are some which won't do the job, so make sure the child restraint you buy meets government standards.



For infants

The rear-facing infant seat is the best protection for children under 20 pounds. An adult seat belt or a special clip is required to anchor it. The infant seat faces the rear of the car so the driver can easily keep an eye on the infant without having to look back, even for a moment.

For children between 20 and 40 pounds

Child seats with harnesses or protective shields offer protection by spreading the impact over the strongest parts of the child's body. They must be anchored well by the regular lap belt, and are best used in the back seat of the car.

Children over 50 pounds

Over 50 lbs, or over 5 years old, these children are ready for the regular lap belt. Properly used, the belt



Last October, I received a telephone call from Ellie Miller of Ogilvy and Mather (Canada) Limited, the agency handling the advertising for Shell Oil of Canada. She wanted to talk to me about child safety.

We met a few days later and Ellie informed me that Shell was planning Book No. 11 of their series of "Shell Helps" booklets. With my knowledge of the child traffic safety field, they asked me to be the author for this booklet.

I considered this a real privilege and a perfect way to inform parents of how to keep their children safe "in and around the car".

We worked together finalizing all copy and layout and in January held a "special event".

*On Sunday, January 27th, parents and children were invited to Don Head Secondary School in Richmond Hill for a safety presentation. A car and school bus were available for this event and we discussed with the audience all the safety points we would be putting in *The Child Safety Book*.*

About 40 parents and children were at the presentation and from their comments afterwards, they found it most interesting and informative. Publicity pictures were taken and the balance taken at the studio later.

A 30-second TV spot was developed and distribution of the folder was planned for mid-April.

Doug Cowan
Information Officer
Ministry of Transportation
and Communications

should buckle firmly against the hips, not the abdomen.

The shoulder harness: Once your children are over 4-1/2 feet tall, they can wear the shoulder harness. Adjusted properly, it should lie comfortably across the chest, not the neck.

Remember: Whichever kind of restraint you use, make sure all areas your child's head may touch are padded. Any sharp or pointed edges on the seat should be padded as well.

Safety devices that aren't

A car seat which merely hooks loosely over the back of the seat, or a car bed, will not provide adequate protection.

Never leave your child alone in the car

Avoid leaving children alone in the car. Too many unfortunate incidents have happened where a child was injured after having been left in the car for just a few minutes. Don't do it. And never leave your keys in the car.



Help your children to develop a respect for the driver. Don't allow them to play "driver" with the steering wheel. This encourages them to think of it as a toy.

Quiet please

The school bus driver's job is not an easy one.

So that he may keep his attention on the traffic, and hear traffic sounds the children should be quiet and seated. Make sure your children understand that their co-operation is vital to everyone's safety. Inquire about the safety rules from the schools in your area. Talk with your children about school bus behaviour and remind them often of the safety rules.





Geoffrey Frazer, MTC motion picture producer demonstrates the ministry's vidi-car driving simulators at Square One in Mississauga, during Police Week.

Car repair costs climb

The Insurance Bureau of Canada has published a pamphlet entitled "Inflation and the Cost of Car Repairs", showing the price increases of auto parts and labor between December 1978 and February 1980.

Of a total of 115 appraisals, only one repair showed no increase, while the remaining 114 showed increases ranging from two to 42 per cent.

Total bill for all 115 cars was \$89,507.80 in December of 1978.

By February of '80 it would have climbed to \$104,203.37 — a jump of 16.4 per cent.

The pamphlet outlines the specific part, car and model, plus the increases since 1978.

Copies are available from the Bureau's communication division, 181 University Avenue, Toronto, Ontario, M5H 3M7, at a cost of \$2.00 per 100 — with the first 100 supplied free of charge.

SAFETY BRIEFS AROUND THE WORLD

SASKATCHEWAN: A warning system which prevents high vehicles from colliding with overpasses is being tested by the University of Saskatchewan. It detects "over-height" vehicles when they are about 400 metres from the overpass and warns drivers to either stop and lower their loads or take another route. It works this way. The device transmits an infra-red beam between poles mounted on both sides of the roadway. At 400 metres if the approaching vehicle comes within five centimetres in height of striking the overpass, it breaks the beam and activates a neon sign that says "Vehicle Too High" and flashes the word "Stop". Damages from overpass collisions can range from \$20,000 to \$70,000 per smash-up and several such accidents occur in Saskatchewan each year.

ALBERTA: A new school bus warning system, developed by the provincial transport department, is being erected at strategic locations on Alberta highways. It shows a yellow school bus with flashing red lights, children and the words "Lights Flashing" and "Do Not Pass". Strictly informational, it doesn't mark any specific sites

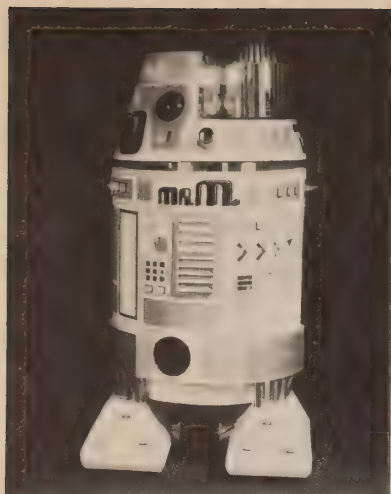
where students board or get off school buses. Motorists are simply reminded that it's illegal to pass a school bus in either direction once its alternately flashing lights have been activated.

ENGLAND: On the Hanley-Bagnall route, it was reported that certain buses no longer stopped for passengers. Investigation turned up the fact that "if the buses had stopped to pick up passengers, they'd have disrupted their timetables".

U.S.A.: Researchers at A and M University report increased motorcyclist injuries and fatalities following removal of the requirement that all Texas bikers wear helmets. Accident and medical records were examined for one year before and one year after the law was changed in August 1977, and questionnaires were submitted to accident victims. The data showed that while motorcycle accidents rose only 5.3 per cent following the helmet law change, the number of "dead on arrival" accident victims doubled. The number "treated and released" on the other hand was lower during the post law period, suggesting more victims suffered severe injuries. Only 5.2

per cent of the injury and fatality victims were without helmets before the law change, while 51.9 per cent were helmetless afterwards. At the same time, the cost of treating motorcycle injuries rose 63 per cent at Dallas Parkland Hospital and 44 per cent at Houston Memorial Hospital. The questionnaire showed that three out of five favoured required helmet use for all.

U.S.A.: When an officer pulled over an Atlanta driver for following too close behind an ambulance at high speed, the man said his uncle was in the ambulance. The officer let him go, but escorted him to the hospital, where they watched attendants take a 70-year-old woman out of the ambulance. The Georgia Fraternal Order of Police News singled out that excuse as the "most creative" among those reported by traffic officers. One driver, clocked at 130 km/h said the devil was chasing him. Another reported that he was charging a weak battery. One of the runners up was from an officer who reported "As soon as I approached the driver's window, he flipped open his wallet and spoke into it saying: "Kirk to Enterprise, Kirk to Enterprise beam me out of here, fast!"



MOTAC, a computerized robot who dispenses traffic safety hints in place of laser beams, will be the star attraction at this year's MTC display at the CNE.

Like something out of *Star Wars*, MOTAC is an ingenious space-aged communicator programmed to keep the kids and their parents informed and entertained.

The re-designed Ministry exhibit will offer the public, computerized vehicle and driving licence checks; the ultra sophisticated electronic driving simulators known as vidi-cars; the popular Theatre-in-the-Small; and a new energy display showing the inner workings of an automobile engine.

It's all in the CNE's Better Living Centre. Drop in and see it for yourself.

Training courses for motorcyclists

The Canada Safety Council has created a Motorcycle Rider Training Program. The program was initially funded by Transport Canada and consequently is the only such program endorsed by the Federal Government. In addition to sanctioning from the Federal Government, it is also officially recognized by the Motorcycle and Moped Industry Council, the Ministry of Transportation and Communication, and the Insurance Advisory Organization.

The course is 20 hours in length and covers both basic and more advanced manoeuvres in riding a motorcycle.

Successful completion of the program prepares the novice motorcyclist well for the rigors of heavy traffic.

The course is offered in major centres across Ontario with the largest course in Canada being operated by the Ontario Safety League, in Toronto.

Further information on the course is available from the Ontario Safety League, 409 King Street West, Toronto, 362-1516 and its locations in Ontario.

Coming Events

August 16 — Ontario Truck Roadeo Championships, Sherway Gardens Shopping Centre, Highway 427 and QEW, Etobicoke.

September 12 - 14 — 3rd National Symposium on Driver Education, Sheraton Centre, Regina, Saskatchewan. Contact: Dr. R.A. McInenly, Canada Safety Council, 1765 St. Laurent Blvd., Ottawa, Ontario, K1G 3V4.

Commercials

The Ministry of Transportation and Communications recently launched a summer radio campaign to promote safe driving in Ontario.

Each weekend starting July 1st through to the Labour Day weekend, a series of traffic safety commercials reminding motorists about children out of school, seatbelts, trailering, bicycling and energy conservation are being aired on radio stations throughout the province.

Principals and Teachers

The Ministry's order form for Traffic Safety Education Program Materials should now have arrived at all elementary schools in Ontario.

Prompt submission of orders will ensure material is delivered to the schools early in September.

ontario traffic safety

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H.F. Gilbert, Deputy Minister.

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Ontario Traffic Safety



Ministry of
Transportation and
Communications

JULY/AUGUST 1980

Poll shows what annoys

A recent survey conducted by Canadian Motorist Magazine revealed driver actions which annoy other drivers and to what extent.

In over 11,000 responses tailgating was unmistakably the "most annoying" driver action according to 66.7 percent of those polled. A further 26.2 percent found it just plain "annoying".

Pat Curran, manager of consumer and public information for the Ontario Motor League, which sponsored the survey, said, "It was a good indication of drivers' attitudes. It showed beyond a doubt that following too closely bothers the majority of drivers. It's also important to note that many of the major annoyances to drivers are also reported causes of accidents."



Following too closely is "most annoying".

To over 40 percent of those surveyed the next three most irritating driving habits were lane hoppers, drivers turning from the wrong lanes and slow drivers refusing to let others pass.

They were followed by drivers who speed up when being passed, park too closely blocking you in, fail to lower headlights and those who throw litter from their cars. In tenth place were drivers who block intersections.

Although men outnumbered women in the survey two to one there was little difference in their responses.



The Ministry of Transportation and Communications is proud to be the recent winner of the much coveted National Safety Council's National Committee on Films for Safety Award. Here Minister James Snow, (right) presents the award to Geoffrey Frazer (left) Public and Safety Information Branch, producer of the film, "Dice in a Box".

\$100,000 liability a must for tourists

Motorists from the United States travelling in Ontario must have a Non-Resident Inter-Province Motor Vehicle Liability Insurance card.

This pale yellow card is available to American motorists from their own insurance companies.

The insurance company fills out the card and agrees to ensure the motorist with the minimum required \$100,000 inclusive liability insurance which is now mandatory to drive in Ontario.

Inclusive means the \$100,000 liability insurance must cover both bodily injury and property damage.

Every province in Canada sets their own minimum inclusive liability insurance requirements.

U.S. insurance companies can obtain the proper cards from the Superintendent of Insurance, 1050 West Pender St., Vancouver, British Columbia, V6E 3S7.

Requirements across Canada

The minimum inclusive liability insurance requirements in the various provinces across Canada are:

British Columbia	\$100,000
Alberta	\$100,000
Saskatchewan	\$ 75,000
Manitoba	\$ 50,000
Ontario	\$100,000
Quebec	\$ 50,000
New Brunswick	\$100,000
Nova Scotia	\$100,000
Prince Edward Island ...	\$ 35,000
(soon to change)	
Newfoundland	\$ 75,000
Yukon Territory	\$ 75,000
North West	
Territories	\$ 50,000

My own story . . .

"School patrol is great"

Esther McKnight, a grade seven student at Westminster Public School in Brockville, Ontario, received outstanding recognition in her school's public speaking contest with her following speech on school patrols.

Who are the lucky people who get to stand out in the rain, snow, sleet and boiling temperatures of summer? Of course, the school patrols! Who are the school patrols you ask? I thought everyone knew. Well I'll tell you anyway. A school patrol is a person who helps the children across the street to and from school.

The uniform of the school patrol is very simple. All it is, is an orange belt that goes over the shoulder and around the waist, and a sign with the words "School Patrol" on it. When it rains I usually wear a patrol raincoat.

Sometimes my equipment isn't very durable. Picture this: I'm standing on my corner with a very dilapidated sign. A smart alec decides to hit it and the top part falls to the ground. A car turns in and I have to step out of the way.

The usual job of the school patrols is to let the children cross the street. But I usually end up with many more jobs, such as telling the kids to stop throwing snowballs, (especially at me!), to stay off of private property and reminding them not to run when they cross over. They do this just to get me angry. Some go around boasting "I've been reported six times."

I think I've found a way to stop most of this. You know the old saying "If you can't lick them, join them?" Well, I've changed it a bit to "If you can't lick them, ignore them!"

Being on patrol can sometimes be dangerous. One day I was on a corner which happens to be near a hill. A car came zooming over the top of the hill and across the walk. I thought nothing of it at the time, but as I started to let a group of kids across the street a police car came over the hill pursuing the speeding car. The driver slammed on the brakes but still he almost hit the kids. I'm sure the policeman was scared too at the thought of what *could* have happened.

Patrols receive passes every week for bowling (Cadillac Lanes), swim-



Grade 7 student Esther McKnight.

ming (Rotary Pool), and skating (at the Youth Arena). Each week one student from each school is chosen to be Patrol of the Week. Each month a patrol is chosen from all over Brockville to be Patrol of the Month.

I have had the privilege of being each of these, but the one every patrol wishes to be is the Patrol of the Year, which is chosen in June.

Being a patrol you have the chance to meet many new people. At the patrol Christmas party we receive gifts, watch a film, and have entertainment. During the winter we have a skating party. At the big patrol picnic, we go swimming, play games, and just have fun. We usually take a cruise through the beautiful Thousand Islands in the spring.

I think being a patroller is great.

Working together

The Brockville School Patrol Program started in Sept. 1955 as part of a continuing effort by the city's police force to safeguard young school children against traffic accidents.

Since then, the program has proven successful and has grown to encompass seven of Brockville's public and separate elementary schools.

Safety patrols at each of the schools are trained and supervised by Safety Officer, Constable Andre Boisvert who meets with them once a week.

In addition, the Brockville Lions Club takes a special interest in the program out of concern for the safety of the city's children. The Club donates a station wagon, purchases safety patrol equipment and supplies entertainment for the patrols throughout the year.

McDonald's also likes to help out the school patrols.



McDonald's sponsors an annual trip to Upper Canada Village for the School Patrols of the Year and their Captains on the Big Mac bus accompanied by Constable Andre Boisvert.

Drinking and Driving

Windsor program may replace jail term

Ah C'mon! Just one more drink for the road.

Unfortunately, that time it was one drink too many. The siren was unmistakable. One whiff and the officer knew what he'd caught — a drinking driver.

And in Windsor, David Walsh, a probation parole officer with Correctional Services, has developed a new way of dealing with drinking drivers.

The Drinking Driving Awareness Program (DDAP) and its success largely depends on the co-operation of the city's courts.

Walsh's proposal replaced jail terms and heavy fines with a lighter fine and one year's probation which included compulsory attendance at a DDAP course two hours a week, for six weeks.

Walsh researched, studied and participated in similar programs in Chatham and Detroit both of which are successful. Convincing Windsor judges to go along with the program — which he teaches — has resulted in two DDAP-sentences.

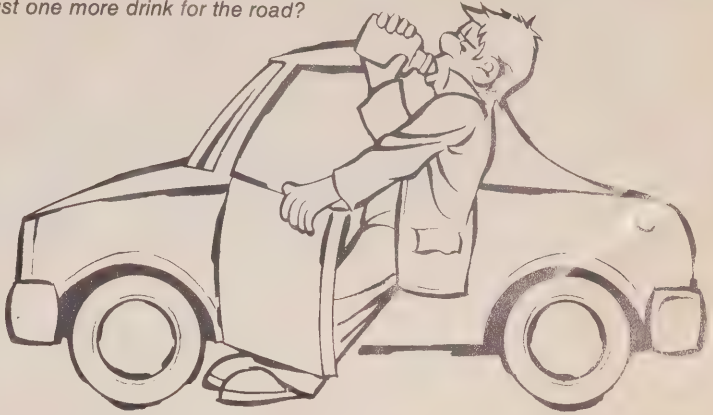


David Walsh, a probation parole officer researched and developed the DDAP program in Windsor and hopes it will change drinking drivers' attitudes.

DDAP's aim is to educate offenders on the inherent dangers of drinking and driving and making them aware of how it can lead to more serious problems.

"I believe in the education process. People must learn to face things about themselves — particularly unpleasant things. It's more effective in the long run. Punishment is good, but it doesn't totally solve the problem. It's education that's essential," he emphasized.

Just one more drink for the road?



"Some judges dish out heavy fines as an answer. That's like trying to cure anemia by bleeding. It doesn't change drinking drivers' attitudes toward drinking; in most cases they continue to have the same problems.

"The big problem is that people do not take drinking and driving seriously, so they ignore it," Walsh added.

He has designed DDAP to change this attitude and hopes problem drinking drivers will willingly make a commitment to change.

The **first** class gives the offenders a thorough knowledge of the law on drinking and driving, including what's stated in the Criminal Code of Canada. They also discuss what being on probation entails; and what is expected of them from DDAP. A film dispelling the myths about drinking and driving entitled, "Drink, Drive, Rationalize" is shown.

At the **second** class, Walsh goes through a complete biological study of how alcohol affects the body and how the body deals with alcohol.

The course begins to peak in the **third** class when drinking drivers learn the effects of drinking on their driving ability. An actual experiment shown in the film, "Five Drinking Drivers" is discussed.

In the film, the controlled experiment shows clearly the different stages of impairment as the volunteers drink an ounce then test their driving ability, drink another ounce test it again and so on. It also depicts the difference between how the five volunteers felt as opposed to how they actually performed behind the wheel.

In the **fourth** session, the problem of alcoholism is discussed. With the aid of a chart designed by Dr. E.N. Jelnyk, a leader in the drinking and driving field, Walsh explains what happens to persons who become addicted to alcohol.

"In most cases, second and third time offenders are either beginning to have a serious drinking problem or they already have an advanced drinking problem," Walsh said.

At the **fifth** lesson, the group tackles the drinking problem. This session is often a little testy.

"We're prepared to confront people. Sure, they'll get defensive at first but the interaction between people with the same problem is necessary. They understand each other," Walsh said.

By the end of this session they're left with the question, "What happens now?"

That question is answered in session **six** which is comprised of a self-analysis and assessment.

"By this time, we hope some members are prepared to say they have a problem. We're there to suggest proper counselling and encourage them to look after their problem."

"A drinking problem is either the result of a crisis or the cause of a crisis — in some cases both. But continued drinking will only keep the wheel rolling further downhill.

"There'll be some people who continually deny they have a drinking problem, and for them there's really nothing we can do. They won't give up drinking and odds are they'll drink and drive again. But putting them in jail won't solve the problem either."

Advanced driver course teaches emergency

Gail Rigby, an Information Officer with the Public and Safety Information Branch, recently completed a three-day advanced driving course at Transport Canada's Test Centre in Blainville, Que. The course was designed, and taught by John Powell, chief instructor at the Mosport Racing School. The following is the first of Rigby's two-part report.

What is an advanced driver?

Well, I thought I was an advanced driver until I took Powell's course. After all, I'd been driving for about 14 years, without a major accident.

According to Powell, an advanced driver is "a driver with the ability to perform basic driving operations to a high level of skill."

Sounds easy enough, but it only took me three days to find out how much there is to learn about proper driving techniques if one is to be considered an advanced driver.

On the first day, each student was provided with a two-way radio, tire pressure gauge and protective helmet. I must admit, the helmet had me a little worried, but I merely shrugged it off as test centre regulations.

Each day began with a discussion of the day's driving exercises but on the first morning, Powell explained the importance of a thorough daily vehicle check.

The external check included an examination of the tires, wheel nuts, fluid levels, fan belt and hoses. Inside the car, we checked our seating position, adjusted the mirrors and seat belt, and checked the warning lights and any instrument readings.

Also, if assigned an unfamiliar vehicle, you had to know where all the interior controls were — without taking your eyes off the road. And, Powell tests you.

After the first morning's exercises, Powell surprised me by asking where the high-beam light switch was on my rented car. I confidently told him it was on the turn-signal lever. But I didn't tell him I had almost ripped up the floor mats earlier, trying to find it. When did General Motors move it?

After the vehicle check, the driving exercises began. With crash helmets on and seat belts secured, Powell led us on a warm-up around the high speed track. The curves were banked to allow for "hands off" speeds of up to 180 km/h meaning you can actually take your hands off the steering wheel while cornering, and the car will find its own way around.

Powell gave instructions over the two-way radio. "I want you doing 140 km/h into this corner, and I want you physically and mentally awake. Concentrate! Try saying different colours aloud while you picture them in your mind", he snapped.

It actually does get your mind working, but the only colours I could think of were black and blue.

From the track, he led us, (like sheep to the slaughter) to the brake test area. It has a wide loop at one end, permitting vehicle acceleration. The surface is kept hosed with water, preventing tire flat-spotting during braking exercises.

Powell called us together to explain and demonstrate the first exercise.

"Our first manoeuvre will be a four-wheel lock emergency stop with a shift to neutral or declutched," he said.

Right away, I figured I had an edge. For one thing, I was co-author of the Driver's Handbook, which included Powell's emergency techniques.

I had learned, for example, that any type of braking is more effective if the car is in neutral or the clutch depressed, because it disconnects the power drive from the rear wheels. Declutching in a manual car is no problem, but there's a trick to shoving an automatic lever into neutral.



During the classroom session, Powell discusses the proper technique for a four-wheel-lock emergency stop.

You must push forward and up with the palm of your hand. Pull the lever in and up, and you risk bypassing neutral, possibly throwing the transmission into reverse or park.

For an effective four-wheel lock stop, there must be high initial impact on the brake pedal, meaning you must hit the pedal as hard as possible, holding it down until the vehicle comes to a complete stop.

On wet asphalt, Powell demonstrated the technique for us. We could see he had all four wheels locked, and the car skidded straight forward and stopped. Powell made every manoeuvre look easy. "Okay students, I usually start this exercise off at 80 km/h," Powell said, "but you're such an aggressive group, I'll start you at 100 km/h." His words were greeted with silence.

We climbed into our cars and drove to the loop. Waiting for my



"You should be looking to the next cone, not the one you're going around! Get that steering wheel turned faster!" Powell yells to the student performing figure eights through the "coarse" slalom.

ncy braking

turn, I couldn't see what was happening to the others, but I could hear Powell yelling instructions over the two-way radio, deflating each driver's ego somewhat, but forcing them to perform.

As I waited, "shift to neutral, hit the brake" went through my head.

Then, it was my turn. Building up speed, I listened to Powell's commands: "I don't want 80 or 90, I want 100 km/h. Step on that gas." I watched the starting point coming up. I checked my speed. I was at 100. My heart thumped wildly . . . or stopped . . . I wasn't sure. Now! Shift! Hit the brake!

Powell yelled: "Keep it on! keep it on!" I was so tense, a crowbar couldn't have pried my foot off the pedal.

The car travelled in a straight line and came to a stop. It seemed too easy. Six of the seven students completed the manoeuvre successfully on the first try, and I was one of them. The unsuccessful student didn't get the high initial impact on the brake pedal needed to achieve a four-wheel lock.

During classroom instruction, Powell told us that the four-wheel lock brake is strictly for an emergency stopping situation, where there is no chance to steer clear, and the stopping distance is critical.

"The fastest way to stop, is the four-wheel lock brake," he said, and once you've locked all four wheels, the pressure must be maintained totally until the vehicle comes to a complete stop".

Out on the track, we tried other braking techniques — threshold braking, pumping the brakes at the same speed, all with the shift to neutral.

Threshold braking is an accepted method for normal stops. It requires some modulation of the brake pedal, easing up as you "feel" the wheels locking and applying more pressure as the car slows. But you don't want the wheels to lock.

I found threshold braking very difficult, particularly bringing the car to a complete stop within the same distance as the four-wheel lock stop — without locking any wheels. There is a very fine point between locking-up and not locking-up, and it takes practice to locate it.



On "Charlie", Powell demonstrates a four-wheel-lock emergency stop.

Pumping brakes was a total loss. First of all, you can't take full advantage of a car's braking potential. Each time the brake is released, there is no stopping action. On cars with power brakes, the vacuum-assist that provided the pressure, disappeared. And, through pumping, you were left with a very hard pedal, and greatly reduced braking force.

During braking exercises, I discovered the importance of a proper seating position and the use of flat rubber-soled footwear. To brake and drive properly, you must be able to reach and use the pedals effectively. And, oddly enough, that varies with the make of the vehicle. Consequently, we were encouraged to try different vehicles during the course, mid-size and compact with standard and automatic transmissions.

In one vehicle, I pulled the seat as far forward as it could go, but I couldn't reach the pedals effectively.

I also found problems with seat belts in some vehicles. In one, I began the exercise with the shoulder harness snug. After some manoeuvres, it was hanging loose, four to five inches. It tightened up with a tug.

The next exercise taught me another important lesson — where to look. It sounded simple, but it was one of the most difficult things to learn.

Powell took us through a two-part slalom — as fast as possible. The first is the "fine" slalom — a straight line of cones set up on the centre of the roadway; the second is the "coarse" slalom with two sets of cones staggered diagonally toward the outside edges of the roadway, allowing drivers to perform figure eight manoeuvres.

Each student performed the exercise, driving around the cones in the "fine" slalom, then putting the car through figure eights in the "coarse".

None of us got through without hitting several cones.

"This time," Powell said as we were lining up for another run, "when you drive through, I want you looking up and ahead. And when I yell, I want you looking at me."

We were pushed through the exercise over and over again, berated by Powell over the two-way radio each time we goofed. He deflated some egos, but made everyone determined to "look up".

And, when we finally got it right, the results were dramatic. Every exercise became easier. When we did mess up, we knew what was wrong — we had looked down

(Part II next issue)



One of the students taking his car through the fine slalom, while Powell's commands come through the two-way radio, "Look up and ahead! Look where you're going — not where you are!"

Freeway driving takes skill

By Terry Favot

Like big city driving, freeway driving demands skill.

Drivers must be alert, possess quick reflexes and good vision. And they must be constantly aware of what is happening around them so they can anticipate any possible trouble.

One important factor too many drivers tend to forget is courtesy on the road — which can often prevent a serious accident. For instance, drivers should always give other merging motorists enough space to enter a freeway safely instead of "hogging" the merge lane when they could move over safely.

While statistics indicate freeway driving is safer than big city driving, there were still 95 fatal accidents on the Ontario freeway system in 1978 ...compared to 750 on city streets.

Big city drivers must contend with pedestrians, bicyclists, traffic lights, many impatient motorists and trucks. Freeway drivers are travelling at a much faster speed and consequently have less time in which to react to potential or real trouble.

So, making freeway driving even safer demands good driving habits.

Beginning with freeway entry, drivers should use the "acceleration" lane to merge into the flow of traffic, anticipating the need to in-

crease speed to adjust to the freeway flow.

Once on the freeway, drivers should note all posted signs and stay in the right-hand lanes, using left-hand lanes for passing only.

Many automatically go to passing lanes, thinking they're faster but they often turn out to be slower. And drivers should know it's an offence to block overtaking traffic while driving in a passing lane.

When overtaking another vehicle, drivers must signal their intention and make sure the way is clear ahead and behind before passing. Most important, always check that blind-spot at the rear of every vehicle.

When the way is clear, pull out into the passing lane and get well ahead of the vehicle being overtaken before signalling and returning to the right or middle lane if it's a multi-lane segment of a freeway.

Drivers who increase their speed when being overtaken are not only discourteous but could create a potentially serious accident — particularly if they play similar crazy games on a two-lane highway or street.

Constant lane-changers in heavy traffic only slow all vehicles down and, in the end, usually end up no further ahead.



Know you exit and slow down in the deceleration lane to exit safely. Do not stop or back up on a highway.

It's also important to remember the "two-second rule" to gauge following distances. Calculating a safe driving distance is easy. Take a fixed object on the road in front, such as a sign. And, when the rear of the car or truck in front passes the sign, begin counting: one-thousand-one, one-thousand-two. If the following vehicle reached the sign in less than two seconds, there's not enough "following distance".

In bad weather all drivers should increase their following distance to three, four or even five seconds because additional roadway (hence time) is required to avoid rear-end collisions in emergency stops.

Drivers who follow too closely also restrict their down-the-road vision and besides risking a rear-end could miss an exit.

Should that happen, never stop and attempt to back up or try to cross the median strip. Continue to the next interchange and return to the correct exit.

And drivers should know where they're going and how to get there before they have to adjust to the deceleration lane speed and merge with two-way arterial traffic.

Stopping on a freeway is a no-no and only permitted in the event of a tire blowout or mechanical failure. Such being the case, they should signal and pull to the right of the road onto the untravelled portion, then raise the hood or tie a white cloth to the radio antenna to indicate trouble.

For greater safety drivers should exit on the passenger side, stay with their cars and wait for help.

THIS IS THE LAW

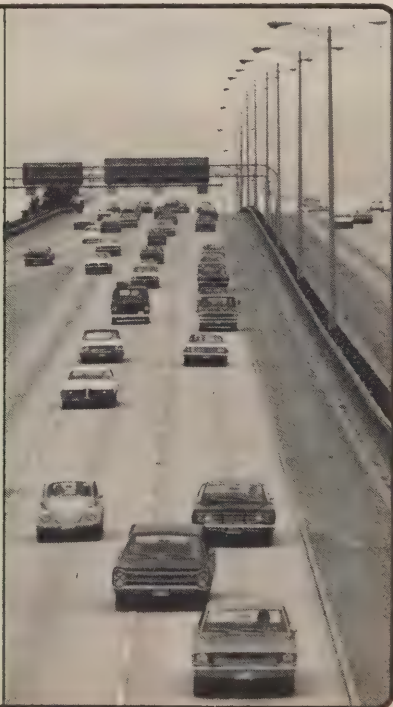
Did you know that

It is an offence under The Highway Traffic Act to block overtaking traffic while driving in the passing lane.

The driver being overtaken should signal and turn into the adjacent right lane to allow the vehicle to pass safely.

A fine between \$20 and \$100 may be imposed if charged.

A driver passing a vehicle should always move back into the right-hand lane when it is safe to do so once the pass is complete and should continue to drive in that lane unless passing.



SAFETY BRIEFS AROUND THE WORLD

40
SAFETY

U.S.A.: Harold Jacobson of Rhode Island was cruising along the murky bottom of Warwick Cove in his one-man submarine when he suddenly collided with a 1975 Fiat. No one knows how it got there.

GERMANY: Blaupunkt, a West German manufacturer of car radios is testing a driver information network. A series of wire loops embedded in pavement transmit information to a computerized receiver inside a vehicle. Just before a driver is ready to head off on his journey he programs the computer in his vehicle with his travel itinerary. A small screen inside the car keeps the driver informed of weather conditions and traffic jams ahead, distance to the nearest gas station and the shortest route to his destination.

U.S.A.: The National Highway Traffic Safety Administration released results of a study showing that a high-mounted brake light located just under the back window along the vehicle's centreline can reduce rear-end collisions by more than 50 percent.

NEW ZEALAND: The Hawkes Bay town safety committee purchased retro-reflective arm bands for free distribution to its senior citizens in an attempt to make older people visible to drivers after dark.

U.S.A.: Florida inventor, Ernest W. Binegar recently patented a system that automatically activates car headlights whenever the windshield wipers are turned on.

CANADA: Saskatchewan is the first province to make special car seats mandatory for small children weighing less than 18 kilograms.

SOUTH AFRICA: According to a new book, "Alcohol, Drugs and Road Traffic", every second person killed in traffic accidents in South Africa drank alcohol shortly before death.

U.S.A.: One of Henry Ford's earliest automobiles designed back in the 1880's ran on alcohol. An adjustable carburetor was built into his famous Model T so it would run on alcohol and by 1938, close to 2,000 independent service stations in the midwest sold gasohol under the brand name "Argoc".

Everything moves in the Safety Caravan

By Cindy Weeks

MTC's new and improved Safety Caravan is out on the road for the summer, at fairs and carnivals throughout the province.

Completely renovated, it has six new displays, each with a specific age group in mind.

"The concept is an interplay between the viewer and the display — everything moves," said Geoffrey Frazer, the man behind the renovations. "It's set up so people can see many of the displays at work from the outside of the trailer, and at the same time, invites them to come in and have a closer look," he said.

Elmer's Safety Secrets comprises the first display, on entering the trailer — a short film showing children the six basic safety rules.

Info Pod consists of four screens, each showing two-minute films including one that deals with the penalties of drunken driving, another that demonstrates ways to avoid drinking and driving, a third with information about child restraints and a fourth on bicycle safety.

The Car Care Clinic provides tips on car maintenance and energy conservation. Tiny lights on a model engine illuminate each part of the engine as it is discussed on tape.

There are also a pair of two-foot square panels dealing with bicycling and trailering that can be, as Frazer puts it, "assessed at a glance".

But the most revolutionary of the displays is yet to be installed in the "Driver's Den", a small film theatre for drivers. This MOTAC, an electro-mechanical robot with moving head, arms and body as well as flashing lights on his head, face, nose and chest.

On entering the "Den", MOTAC (short for Ministry of Transportation and Communications) will turn to greet you. He will then proceed to ask questions about driving, and tell you if your answer is correct after you press his hand to answer. Then he'll trigger a short film demonstrating the proper driving technique he asked you about.

"MOTAC can be programmed to demonstrate anything," said Frazer.



New displays

This is the inside of MTC's renovated Safety Caravan. On the right is the Car Care Clinic which gives maintenance tips while the model engine lights up the part being discussed. Behind is the Info. Pod which shows four safety films.

Motorbike sales keep rewing up

Motorcycling is fast becoming a popular way to get around this summer. Honda motorcycle sales are up as much as 15-20 percent.

And with this type of increase in the number of motorcyclists on the road their safety should be on every motorist's mind.

In 1979 alone the number of licensed motorcycle drivers in Ontario increased 6.3 percent to 234,853 from 220,999 in 1978.

The number of motorcycles registered in Ontario went up 5.1 percent in 1979 to 90,804 from 86,377 in 1978. That's an increase of over 4,000 motorcycles from one summer to the next.

When you compare 1969 with 1979 statistics the popularity of motorcycling in Ontario over the past ten years is startling.

In 1969 there were over 70,000 licensed motorcyclists. It has tripled in the last 10 years. And in 1969 there were close to 40,000 motorcycles registered in Ontario. Now, 10 years later it has more than doubled.

As a result, it's not surprising that motorcycle deaths and injuries have also increased dramatically over the same period.

Compared to 1969 when 40 motorcycle drivers died on Ontario's roads, the 1979 figures were almost double with 75 drivers dead.



Coming Events

Sept. 12-14 — Third National Symposium on Driver Education, Sheraton Centre, Regina, Saskatchewan. Contact R.A. McInenly (613) 521-6881.

Sept. 14-17 — Canada Safety Council's 12th Annual Conference, Hotel Saskatchewan, Regina, Saskatchewan.

Sept. 22-24 — Vehicle Accident Investigation Course, Ontario Safety League, Toronto, 362-1516.

Sept. 24-30 — School Bus Safety Week

Sept. 29-Oct. 2 — Roads and Transportation Association of Canada (RTAC), Annual Conference, Royal York Hotel, Toronto.

TIRF research papers

At the 17th annual meeting of the Traffic Injury Research Foundation of Canada (TIRF) five research papers were presented.

They were: "Characteristics of Non-Fatal Injuries to Children;" "Analysis of Six-Year Trends in Alcohol Levels in Traffic Fatalities in Canada;" "Treatment of Missing Data in Road Safety Investigations: Methodological Innovations;" "Alcohol Involvement in Accident Victims Reporting to Emergency Wards: Preliminary Results;" and "Drug Involvement in Fatal Traffic Crashes".

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Hon. James Snow, Minister.

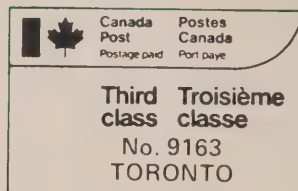
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Ontario Traffic Safety



Ministry of
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SEPTEMBER/OCTOBER 1980

Touch of class

Fifty Ontario secondary school teachers returned to school this past summer to learn how to drive... all over again.

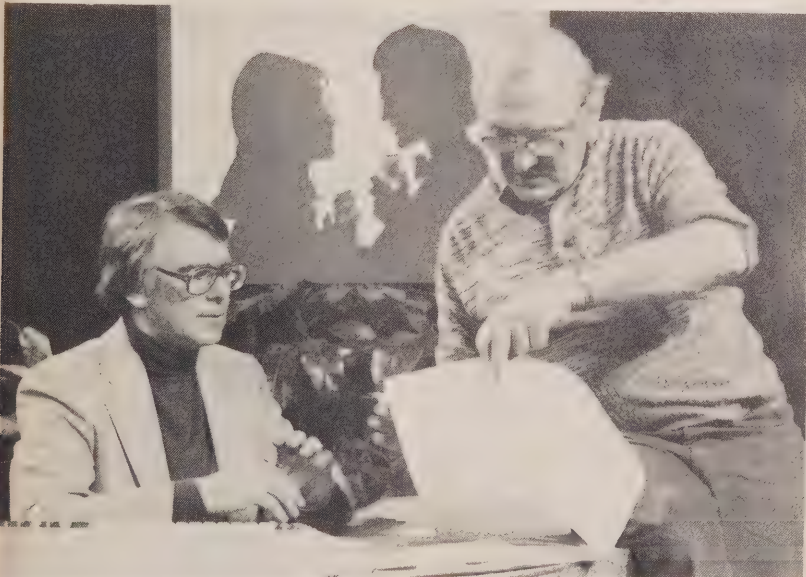
They came from as far away as Ignace for a month-long driver education teachers' course, taught at Don Head S.S. in Richmond Hill.

York University and the Ministry of Education sponsored the course with help from MTC and the York County Board of Education.

Half of each day was spent in the classroom, listening to guest lecturers from St. John's Ambulance, Addiction Research Foundation, MTC, the OPP and Insurance Bureau of Canada. All other time was spent behind the wheel, learning in-car teaching methods and practising with local high school students.



Toronto area high school students try out driving simulators under the watchful eye of master teacher Phil Randall, back.



Narrator, Bill McVean, left, and director Geoff Frazer, right, are looking over the script of the award winning film trilogy "Three for the Road".

The trilogy was the winner of the prestigious General Safety Promotion Award distributed by the American Association of Motor Vehicle Administrators.

Staff of MTC's audio visual section filmed the trilogy; the script was written by Rob Lockhart of the Policy Planning and Research Division (PP & RD); and the entire project was co-ordinated by Eileen Simon also of PP & RD.

New sign protects area deaf children

When a driver honks his horn at Kitt Tremblay, the child pays no attention. Not because Kitt couldn't care less. Far from it. Kitt is deaf.

So his mother is more conscious of traffic safety than most parents of healthy, active six-year-olds.

That's why Mrs. Tremblay and a group of parents of deaf children in Windsor approached Stephen Cheifetz, a third-year law student at the University of Windsor. He, in turn, went to city council to ask for



Sign warns drivers there are deaf children like Kitt Tremblay playing in the area.

street signs warning motorists they are near the homes of deaf children.

Traffic department staff felt the signs could engender a false sense of security in the children, who might come to expect cars to stop for them. Considering that possibility, council put the signs on a two-year probation, at the end of which it will decide whether or not to leave them up.

The yellow and black diamond-shaped signs are placed at each end of the blocks where deaf children live, only at the request of their parents.

The signs are a first for Ontario.

School bus driver ...

He's proud of his 42 accident-free yrs.

In 1938 it was horse-drawn wagons. During World War II, it was horse-drawn sleighs. And after that came the comfort of the steel bus.

Such were the tools of Percy Taylor's trade.

Taylor's been a school bus driver for 42 years in Mindemoya, Ontario. And he's never been in an accident, despite years of slippery, snow-covered back northern roads.

Retired recently, Taylor started working on the 130-mile round trip route in '38. He says he took the job

because "it was in my blood". Besides he liked to drive.

That may be a result of his father running the route for some 10 years starting in 1922. And it looks like it may stay in the Taylor family for quite some time because Percy's son, Jim, took over the day his father retired. Taylor says if son Jim does the route for the next 38 years, it will have been in the family for 100 years.

Taylor enjoyed working with kids and is a good friend to many of them. "I transported up to the third generation in the same family. And I took many of them to and from school from the time they began in kindergarten 'til they graduated from high school."

He says he still gets postcards and wedding invitations from his old student friends. And he likes to be remembered, recalling one story that occurred years ago.

"I had one boy on the bus who wouldn't behave. I made him sit at the front even though he didn't want to. He left the bus saying he'd get his dad after me.

"Around 8 o'clock that night there was a pounding at my door.

"It was the boy with his mother. She made him apologize to me. From that day on, he was one of my best students on the bus.

"He came to see me a couple of

years ago, shook my hand and thanked me for making him behave."

Taylor hasn't given up the business entirely. He still works part-time for his son but says "age catches up with all of us. We all need time to stand back and relax. There's quite a bit of tension as a school bus driver. I have to watch the road and the students all the time. And, because my reflexes aren't as good as they used to be, I have to be careful so nothing happens to the children."

He used to pick up some 97 youngsters from kindergarten to grade 13 throughout the Township of Carnarvon. He bused the elementary school students to Central Mindemoya Public School then continued on to Manitoulin Secondary School in West Bay.

Taylor was instrumental in pushing for "school bus patrols" on buses in the area. Now they are mandatory on Manitoulin Island — two or three on each bus. "This gives the students some responsibility," he said.

As a long-time area bus driver, he's often been approached by fellow bus drivers for advice when they have problems on their routes. And when he retired, they honoured him with a gold watch. Add to that the rows of safe-driving trophies and awards he's collected over the years and you know Percy Taylor stands for a job well done.



Percy Taylor pushed for school bus patrols in the Mindemoya area.

Daily inspections now the law

By John Russell

The bus ride to school will be a little safer this year, thanks to daily vehicle safety checks.

School bus drivers are now required to run through a 41-item checklist every day, searching for defects inside and outside their vehicles. And a log book must be used to record each inspection and the results.

The list touches on safety and performance related areas, from the exhaust system, wheels, lights to passenger-seat security and brake air pressure.

If a defect is revealed, it must be noted, along with the name of the person to whom it was reported. After repairs have been effected, the date is recorded and the log book

signed by the person who did the work.

Log books are inspected at random spot checks by either OPP or MTC inspectors. Drivers and operators found to be abusing the system may be subject to fines.

As Paul Levine, a project officer with MTC's Program Development Branch pointed out: "We're not out to nail drivers or operators on the use of the log book. The spot checks are to ensure compliance with all the regulations relating to school buses. If other requirements are not being complied with, the log books are available at any spot check as useful evidence of a vehicle's history."

He added that the daily check is a complement to the mandatory six-month safety inspection and, as such, requires no special skills.



A check under the hood is one of 41 required inspections.



CANTASC combines safety training and analysis in an effort to teach drivers to control their emotions while driving.

Training and analysis

CANTASC's driver improvement program

By Terry Favot

Do you drive like an adult? A parent? A child?

If you've read the book, "I'm OK, You're OK", you'll recognize these as ego states or attitudes.

Thomas L. Gardner of Aetna Life & Casualty of Hartford, Conn., developed and produced a program for licensed drivers on driver improvement. It offers a decision making approach to driving. A new London-based firm, Canadian Traffic Analysts and Safety Consultants (CANTASC) is the first firm in Canada to provide such a program to the public.

According to John Edwards, president of CANTASC, drivers will learn to think systematically about essential information while driving and dealing with traffic situations analytically.

CANTASC's theory is that a driver's performance is based on skill and attitude. Their definition of "attitude" is "a position, disposition or manner with regard to a person or thing".

They also aim to combine safety training and analysis in an effort to teach drivers to control their emotions, enabling them to make better judgments in difficult traffic situations.

To accomplish this, drivers must utilize the IPDE process: **Identify** their immediate traffic situation; **predict** the possible outcome of their involvement with what they have identified; **decide** on a response and, lastly, **execute** it.

Along with this, the program uses Transactional Analysis (TA), a technique for analyzing one's behaviour and attitudes by promoting positive change in driver attitudes. CANTASC holds that drivers can make good, sound decisions behind the wheel.

TA also holds that drivers in traffic situations respond from one of three ego states: Parent, Adult or Child.

The "Parent" state is a culmination of experiences gathered as a young child. Behaviours such as manners are derived from these experiences.

Similarly tucked away in our minds are feelings experienced as a child, such as rage, rebellion and deviousness. Such characteristics can destroy any systematic, analytical approach to driving — no matter how good the training.

The most sensible frame of mind is the "Adult" state, the source of

rational, computer-like behaviour, when drivers can make decisions without letting their other more base emotions interfere.

In short, the theory is that by improving drivers' skills, and changing their attitudes simultaneously, drivers will be able to control their emotions long enough to avoid accidents.

In presenting the program, films of actual case studies are shown. They give participants an opportunity to study their own reactions and attitudes to the traffic situations shown in the film. In turn, they (hopefully) understand their own behaviour better.

Program originators insist that with practice drivers will learn to drive as "adults", making good, sound decisions behind the wheel.

Ross McKenzie, VP with CANTASC says, "Participants in the last facilitator or group leader's course conducted by Gardner really got involved in the transactional analysis and found out a lot about themselves."

The four-day course at the London office has a maximum of 15 participants.

Part II

Tough exercises improve driving

After lunch, we were briefed on our next activities and returned to the brake test area, or "Charlie" as it became known affectionately to us.

First there was a "parking" and "garaging" exercise, including a parallel park on the right, pull out, drive forward into a garage, back out making a U turn and back into another garage; pull out, parallel park on the left side, pull out, drive around a cone, head back to the starting point, through two cones and over a flat wooden board with left wheels only, (the board is placed on the asphalt to the far right of the vehicle), then, over the finish line.

The entire exercise was to be

to the left, while the car skidded to a stop. That exercise showed that once you've achieved a four-wheel lock, you can turn the steering wheel full to the left or right, and the car will not deviate from the direction it's travelling. In other words, you could not steer and brake at the same time.

Powell then put us through some reverse turns, backing the car up on a wet surface as fast as possible, then cranking the steering wheel full to the right or left.

This action transferred most of the vehicle's weight to the rear axle and if the brake was "tapped" at just the right moment, you obtained a front-wheel lock. When the front

Powell's training philosophy is to take the students over the vehicle's limits and back again.

"As a driver", says Powell, "you have to develop some appreciation for the limits of your vehicle during simple braking, turning and accelerating exercises; and your limits as a driver in anticipation, reaction and control."

Every day, each driving task we were asked to perform became more complex and progressively more difficult. But, each day we became better drivers and gained more confidence. We no longer feared to take a vehicle out-of-control, we found time to assess the situation and knew how to react.

Powell forced us to perform. He made us do fishtail skids, spins, hand-brake turns — and he never settled for our second best.

I've saved the two most difficult manoeuvres for last.

The first is called accident avoidance, or steering around a fixed object, at 120 km/h on wet pavement. But steering around one object wasn't good enough, we had to steer around two. And, he insisted we end up in the same lane we started off in, travelling in the same direction — preferably.

I was transferred to a Transport Canada-owned automatic Malibu. Cones were set up as the fixed objects. Travelling at 120 km/h, I was required to miss the first object by steering into the right lane, miss the second by steering left, back into the original lane.

Here's the sequence: shift to neutral, four-wheel lock, turn the steering wheel to the right (just enough for a lane change), release the brake, steer, counter steer, four-wheel lock, turn the steering wheel to the left (again, just enough for a lane change), release the brake, steer and counter steer. Got it?

At this point, I was to be travelling in the same direction I started in and in my original lane.

The problem is that if I over-steered, it could throw the vehicle into a spin. And if I didn't react properly, and quickly, I would end up in a grassy ditch on the right.



A student practising a reverse turn — or — a snappy 180-degree turn.

completed as fast as possible and Powell timed us.

I felt I was at a disadvantage during this exercise because I drove a Cutlass, the widest car, and the cones were set up to accommodate only the width of my car.

After completing the exercise Powell commented, sarcastically: "Now that Rigby's totally obliterated the course, we'll reset the cones and try again."

After I became "fairly" adept at parking and garaging, we went back to the braking area.

The next braking exercise was a four-wheel lock stop from 120 km/h, with a full, steering-wheel lock to the right, then a full, steering-wheel lock

wheels locked; the car skidded around and you found yourself facing in the opposite direction. It could be termed a snappy 180-degree turn.

Some of the driving exercises Powell put us through during the three days appeared to be stunts. But, in actual fact, each one taught us something you can apply to everyday driving, whether it's proper use of your eyes, or your hands on the steering wheel, braking control or proper seating position.

Each driving exercise was carried out at high speeds and if drivers can handle driving and emergency driving techniques at high speeds, they should find them relatively simple at lower speeds.

by Gail Rigby techniques



The awesome oversteer/understeer circle. You need lots of acceleration to get the rear-end of the car skidding out; quick steering reactions to keep the front of the car facing into the circle; the clutch to control the pendulum effect of rapid weight transfer; and a four-wheel-lock stop if you spin out-of-control.

he was standing in front of the cones — brave, trusting soul. And, lucky for him, this time I did it. I was elated.

As I stood at the side of the road watching, the driver who had switched cars with me came through in the Malibu. Same speed, same sequence, same results — he skidded through the cones sideways.

Quickly, I said, "See John, it wasn't me, it was the car!"

Short and sweet, he replied, "I know, bald tires!"

Which proved beyond doubt that good tires are an important part of any vehicle. Any regular inspection should include checking the tire pressure, tread depth and a search for tire damage. On this course, Powell had us keep tire pressures at the manufacturer's recommended maximum level at all times.

The last day, the last exercise — the awesome power oversteer/understeer circle. I say "awesome" because Powell announced if any drivers lost control of their vehicle and ended up inside the circle, they failed automatically, meaning three days of hard work would go down the drain.

For this exercise, we used only a Malibu and BMW, both with standard transmissions. Why? Because, you needed the use of the clutch.

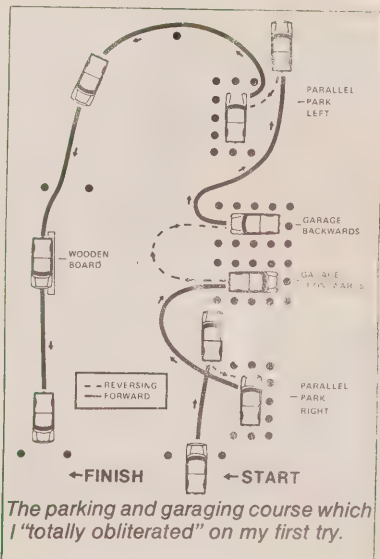
The cones were set up in a 200-foot circle and because it had been raining, the surface was very wet. To be successful, drivers had to have the front of the car travelling around the circle, while the rear-end was skidding out, away from the circle. If you've ever seen dirt-track racing, it's the same technique those drivers use when cornering.

You need lots of acceleration to get the rear-end of the car skidding out, quick steering reactions to keep the front of the car facing into the

circle, the clutch to control the pendulum effect of rapid weight transfer and a four-wheel lock stop if you spun out-of-control.

Once your car was moving rapidly, it was no easy task to keep it and maintain the speed, mainly because it was physically draining.

After the power circle, Powell had us try two power circles in a figure eight meant to teach us that should we take a skid too far, a quick jab of the clutch brings us back. We also needed the clutch to control the weight transfer as we travelled through the centre of the figure eight.



The parking and garaging course which I "totally obliterated" on my first try.

A difficult driving task, which most of us failed to master.

During the course, many of my personal opinions and instincts about driving were proven wrong, both in practice and theory. I discovered, too, that many new things about driving which were relatively simple in concept, were dramatically effective in practice.

If I understeered, I'd hit the object, in this case, just cones. But in a real driving situation, it could be a truck. Some choice. And by that time, I was slipping — I ended up second in line.

My turn came too quickly: Up to 120 km/h, shift to neutral, hit the brake four-wheel lock, turn the steering wheel, slightly, release the brake. I thought I was doing fine, when something went wrong. I skidded sideways through the first set of cones — went to a four-wheel lock and stopped the car. I had messed up, but I'd saved myself.

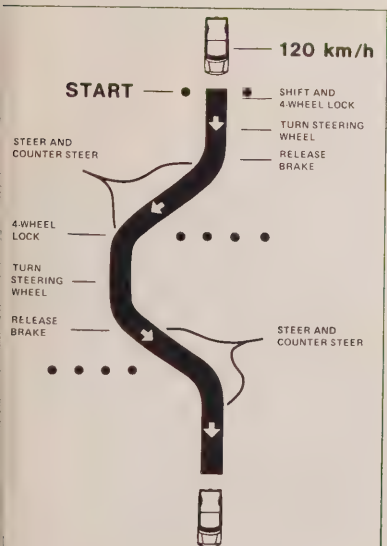
Click-click, Powell: "Rigby, you didn't have your foot right off the brake!"

Second try, same car, same speed, same sequence, this time making sure my foot was completely off the brake pedal. Same results, I skidded through the first set of cones, sideways.

Now, I was frustrated, I didn't need the two-way radio, I yelled: "John! I know I had my foot off the brakes that time!"

Powell calmly asked me to change back into the Cutlass and try again. Every driver had successfully completed the manoeuvre — except me.

Third try, different car, same speed, same sequence, except this time, Powell told me over the radio



The accident avoidance course — or steering around two fixed objects.

THIS IS THE LAW

Did you know that

A police constable may remove a dangerous or unsafe vehicle from a highway and prohibit its use until repairs are done. If a driver fails to comply with the notice requesting that the vehicle be submitted for examination, a fine from \$50 to \$100 may be imposed.



Car breakdown hazards

by Terry Favot

You're driving on the highway and, without warning, a tire blows. Not to panic!

Take your foot off the gas pedal and steer the vehicle firmly off to the side of the road. Don't apply the brakes; you might lose control.

Blowouts can be dangerous. Two years ago, 1,235 highway mishaps were attributed to blowouts. And



The best way to prevent blowouts is to check your tires regularly for cuts, bruises, wear and inflation.

two of the main causes are punctures or under-inflated tires heating up at high speed.

The best way to prevent them is to check your tires regularly for cuts, bruises, unusual wear patterns and proper inflation.

Tire failure, however, is just one of many problems drivers can exper-

ience in the day-to-day operation of their vehicles.

Although not as common as it once was, brakes can fail. But because most of today's cars have two separate hydraulic braking systems, there's usually enough power in one system to enable a driver to stop the vehicle safely. If both fail, gear down the vehicle and apply the emergency brake.

Modern automobile design has also helped reduce other types of mechanical failure. In fact, many problems can be detected early enough to prevent damage.

If the car is overheating, for instance, a temperature light or gauge on the dashboard lights up. When this happens, pull off the road, and turn the engine off.

Next, lift the hood to help allow the engine to cool down. Wait for about 10 minutes before cautiously removing the radiator cap to add water. It's a good idea to wrap your hand in a thick towel or glove in case the radiator boils over when the cap is removed.

The oil pressure indicator lamp on the dash is another important warning device. If it's flickering, the engine probably is idling too slowly — or the oil is low. Check both without delay.

If the oil light comes on and stays on, pull over, turn off the engine immediately. To continue to drive could result in extensive and very costly damage to the engine. Seek professional help.

There's also a generator indicator light on the dash. If it lights up, the battery isn't recharging. Turn off all unnecessary electrical devices and

Electric cars charge ahead

Electric cars haven't turned people on this much since the turn of the century.

With the four major car corporations in North America hoping to produce the electric car of the future, buyers may soon have to plug into an entirely new maintenance system.

The industry is raring to go. For example, over the last two years in Canada, First Electric Automobile Ltd. has been filling orders for four models of electric vehicles.

And by as early as next year, a Texas firm may mass produce the "Liberator", an electric car which can travel at speeds up to 135 km/h at a cost of about five cents per mile.

Well, what's holding them back?

There's a problem — developing a battery that can recharge quickly **and** still hold a high level of energy to power a car beyond a 240 km distance.

don't stop or you may not get the car going again.

While on the subject of electrical devices, it's important to check your electrical system occasionally. Although it's not common, a wire could short and start a fire.

Should this happen, turn off the ignition and try to disconnect the battery cables, cutting off electrical power. Use a fire extinguisher, a blanket or even sand to extinguish any flames. If that doesn't work, move at least 30m (100 feet) away in case the gasoline tank explodes.



When a car is overheated pull off to the side of the road and raise the hood to help allow the engine to cool.

SAFETY BRIEFS AROUND THE WORLD

NEW ZEALAND: Passersby went to help a man lying on the road near a sidewalk and on asking him what was wrong they were told: "I've just found a parking space and I am saving it until my wife arrives."

U.S.A.: A toll-free "hotline" has been set up for hearing-impaired motorists with car problems by the National Highway Traffic Safety Administration.

RUSSIA: First aid is taught in driver education here, where the law insists drivers stop and render first aid to any accident victim. Before getting a driver's licence, drivers must also have their general health checked as well as having their eyesight, hearing and state of mind tested.

SCANDINAVIA: Drivers with an alcohol problem are now sent for short stints to work in lumber camps.

CANADA: In Dartmouth, Nova Scotia, a special road sign indicates a tally of drivers who, over the previous week, drove over the posted speed limit.

U.S.A.: The U.S. Department of Transportation crash tested 11 subcompact and minicompact foreign cars for safety. They were driven at 35 miles an hour into a fixed barrier, which is five miles per hour over the U.S. safety standard requirements. Ten failed: Toyota Corolla, Toyota Tercel, Datsun 310, Subaru GLFA, Honda Civic, Honda Prelude, Volkswagen Rabbit Convertible, Audi 4000, Mazda 626 and Datsun 300 SX.

CANADA: By spring, B.C. Hydro expects to convert 50 of its estimated 3,800 vehicles to run on compressed natural gas at a cost of \$200,000.

FRANCE: A new "inner guard" windshield has been developed which has an extra layer of clear plastic film on the inside. In a crash, this film is designed to protect the occupants from contact with shattered glass.

CANADA: Over 30 per cent of all commercial trucks travelling on B.C. highways have some mechanical or safety defect, according to a survey done by the provincial government. The most common malfunction was in the air brake system. Another was poorly tied loads.

GREECE: Statistics show Greek drivers cause twice as many traffic deaths as drivers in any other Western European country. According to the Council of Europe, Greece had the worst auto accident rate last year with 195 deaths per 100,000 cars.

Tired and almost asleep at the wheel

by Joan Woodrow

Suddenly, the driver realizes he or she is looking at the highway from the wrong side of the solid line.

In most cases, the driver can veer over into the proper lane. But many a driver who falls asleep at the wheel is not that fortunate.

Until recently driver fatigue wasn't considered a major driving hazard.

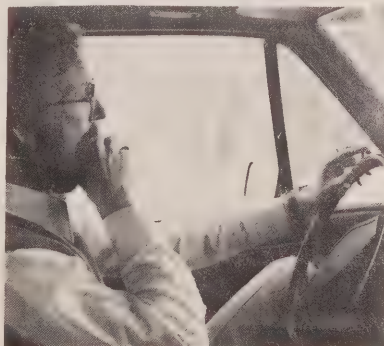
Dennis Attwood, a driver research expert with Transport Canada, says the only viable way to define driver fatigue is on the basis of how it can be measured. In other words, it's necessary to observe several drivers in a driving environment to determine what conditions can contribute to drowsiness at the wheel.

"So many factors are involved in driver fatigue — sleep loss, amount of driving done, stress. It's a complex area," says Attwood.

Researchers have even suggested a possible link with our "circadian rhythm", the natural physiological cycle our bodies follow every 24 hours. This means that during specific

periods of the day, we may be more likely to get drowsy behind the wheel, irrespective of other contributing factors.

Under Attwood's supervision,



If you're tired you may be a major driving hazard to other drivers.

Transport Canada conducted a pilot study of four driver reactions to sleep loss which was undertaken at the test centre in Blainville, Quebec.

All four were asked to drive around the track for three hours between 8

and 11 a.m. the first day. Their physiological responses, including heart rate, body temperature and brain-wave activity, were monitored. The subjects were then kept awake for the next 21 hours. They were allowed to eat and drink normally, but no caffeine could be consumed.

At 8 a.m. the second day, the subjects repeated the three-hour drive. After 24 hours without sleep, they exhibited "pretty bizarre driving behaviour", according to Attwood. In fact, two of the four had a difficult time staying awake while on the track.

Attwood indicated the results of this pilot study were being analysed now and would provide some insight into what direction a further study should take.

The only way to avoid fatigue is to avoid the conditions which bring it on. Don't begin a long trip at night after a full day's work. Don't drive more than 10 hours straight. Always get a good night's sleep before beginning a long trip.

"The best \$28 I ever spent"

On Dead Man's Curve located on Highway 532 near Searchmont, Ontario, Saverio Pasqua was involved in a head-on collision with a truck and, he swears, he almost saw his life pass before him.

Pasqua, 23, says he owes his life to Constable Ernie Rainbird who a few hours earlier had fined him \$28 for not wearing his seat belt — and had insisted he and his three passengers buckle up.

It was near noon when Pasqua and friends were returning from a fishing trip. He was going about 55 km/h around the curve in his 1975 Duster when he noticed a garbage truck coming right for him. Neither driver saw each other until the last moment — when it was too late.

"Everything happened so fast. I remember the ambulance coming. I was in pain and shock... my ribs hurt bad. The engine was on top of me..."



A \$28 fine saved Saverio Pasqua's life.

I was pinned... the steering column was broken... and I knew if I hadn't had my seat belt on I'd have been dead.

"I tell you... it was the best \$28 I ever spent."

Letter to the Editor

I find it incredible that "not signaling" isn't mentioned in your list of driver faults in the July/August article: "Poll shows what annoys".

In my short drive to and from work, I encounter at least six instances of drivers who simply do not tell anyone they are going to interrupt or disturb the flow of traffic in some way.

Perhaps it's such a common failing we no longer consider it a fault?

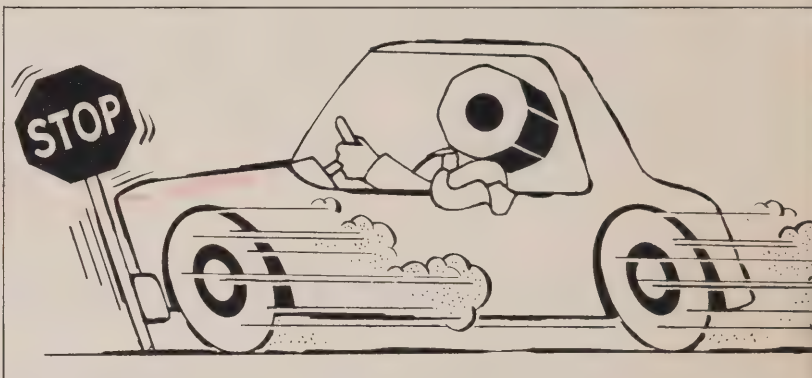
J.D. Timlin
Safety Affairs Dept.
Gas Products Division
Union Carbide Canada Ltd.

Coming Events

Oct. 20-24 — Fleet Supervisors Course held in Toronto by the Ontario Safety League. For information contact (416) 362-1516.

Nov. 5-6 — Safety Officers of Ontario Conference Committee Workshop, Cara Inn, Toronto. For information contact (416) 598-4138.

Dec. 1-7 — Safe Driving Week.



It takes thousands of nuts to put an automobile together but only one to scatter it all over the road.

ontario traffic safety

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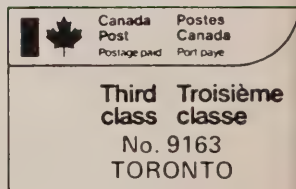
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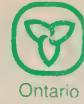
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Ministry of
Transportation and
Communications

NOVEMBER/DECEMBER 1980

Truck tire flaps improve visibility up to 80 per cent

Tire flaps have been developed to prevent trucks from splashing and spraying so much water when driving on wet roads. And now they're available in Ontario.

Tests in Ontario and the United States show visibility improves a remarkable 30-80 per cent for passing vehicles.

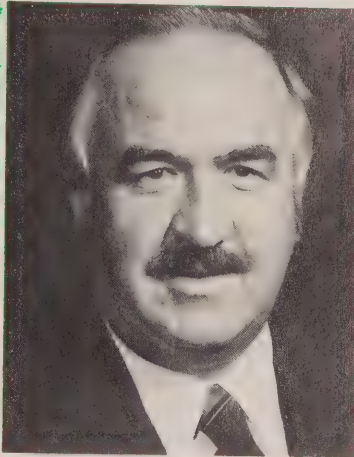
Frank Snelgrove, senior researcher with the Ontario Ministry of Transportation and Communications, said: "Some truck fleets in Ontario



New tire flaps prevent trucks from splashing and spraying so much water when travelling on wet roads.

are already using them. And that's a boon for passing motorists, especially those driving small compact cars. I anticipate it'll have an all-round big impact on driver safety. And the flaps also reduce the amount of salt picked up off the roads and sprayed over verges and cars."

Designed to hang behind each tire, they trap water before it can spray out, redirecting it to the pavement beneath the truck. For even greater visibility, there are short flaps



HAPPY HOLIDAY

Christmas has always been a special time of year for me and my family. And this year is no different. Like us, I hope each of you will be spreading the Christmas cheer which often means driving to see our friends and relatives and attending holiday parties.

This year, let's give each other a special Christmas gift by making it accident free — drive safely. Enjoy.

James Snow

James Snow
Minister of Transportation
and Communications

which extend down from both sides of the trailer, directly over the tires.

Western Highway Institute in the U.S. initiated the concept. Private industry pursued it and developed the first "spray guard" which has grass-like rubber material attached to the inside of thick, durable rubber flaps. Then followed the development of large, rubber flaps lined with solid rubber, nipple-like protrusions.

Driver's manual for new readers

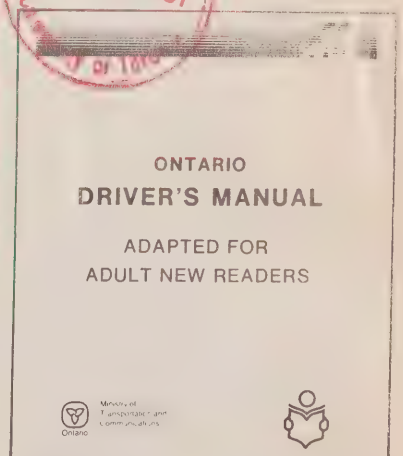
A 42-page driver manual for vehicle licence applicants who read at a grade 4 or 5 level has been published by the Ontario Ministry of Transportation and Communications.

It doesn't replace the official Driver's Handbook, but provides assistance for those who have difficulty comprehending Ontario's driving regulations.

Aware of the significant number of functionally illiterate adults, Carolyn Youssef, of the Literacy Guild (CLG) and associate of the Ontario Library Association, approached MTC requesting the manual.

Prior to printing, it was pre-tested by teachers of adult basic reading skills to ensure it met their students' comprehension level.

With 6,000 copies in print, 3,000 have already been distributed to Ontario public libraries, CLG members, various boards of education and community colleges.



Now there's help for readers with basic skills who want to obtain their Ontario driver's licence.

An ounce of prevention

Winter driving is unpredictable

We just get nicely settled into summer and it turns into winter. Never fails.

And each winter it's the same old quandary. What was I supposed to keep in my car in case of an emergency? What should I do if my car starts to skid? How do I drive in blinding snow? There's so much to remember.

Well first things first. Make sure the car is ready to withstand the winter. Put on those snow tires, get that tune-up, check the anti-freeze solution, inspect water hoses and exhaust system for leaks and check the battery. It's also a good idea to equalize your brakes on all four wheels to help avoid skids on slippery roads.

It's hard to believe that's just a start. And now that the car's ready to defy winter storms, are you?

You may have to get out and change a tire, skid off into a ditch or run out of gas in a traffic jam. So you better be prepared to face winter storms in person. And that means knowing how to stay warm.



Winter snow storms can mean dangerous driving so make sure both you and your car are prepared for the unexpected.

So throw an extra blanket in the car, a warm hat, warm gloves, candles and forget the booze. Alcohol speeds up the loss of body heat.

Now you're ready to be warm but can you remedy the problem?

It's a good idea to keep some sand or salt in the car in case you get stuck on ice. It will give the tires some traction. A shovel is also handy to either dig the car out of the snow or chop up ice around the tires. And don't forget a trusty flashlight. It gets dark early these days. Jumper cables are also invaluable on those cold days when your battery may give out.

Driving in bad weather naturally calls for smooth, careful, precise movements. So relax. If you have cruise control in your car don't use it during heavy traffic, or on winding snowcovered or slippery roads. Try to maintain control of the vehicle at all times.

One of the most important techniques to keep in mind is also the cheapest. Watch your following distance. The poorer the road and weather conditions the longer the following distance. Give yourself room to make mistakes.

And while you're driving along admiring old man winter and his wonders be careful of surprises in shaded areas, bridges and overpasses under the guise of black ice. When the asphalt looks shiny and black look out, it usually means ice, so slow down.

But one of the best safeguards you can give yourself this winter is to heed the warnings of your local weather office. If it predicts blizzards, heavy snow or freezing rain — stay off the roads.

Snowmobilers' safety on the rise

Snowmobiling is fast becoming one of Canada's favourite outdoor winter pastimes.

So far, Ontario government legislation ensures that snowmobile operators are aware they are responsible for their own safety as well as the safety of others on a trail or nearby roads.

This level of safety has helped snowmobile deaths and injuries drop to a 10-year low. The number killed in the 1978-79 winter season fell almost 40 per cent to 23 from 38 the previous year. And personal injuries were down 26.5 per cent from 589 to 433.

This kind of safety record is also the goal of the International Association of Snowmobile Administrators (IASA), an organization dedicated to establishing a safety code, licensing and environmental regulations.

"We're just feeling our way slowly as far as snowmobiling legislation goes," said MTC's Bert Killian, an IASA co-chairman representing Canada.

"Inconsistent regulations across North America should be overcome as more of the snowbelt states and provinces participate in the program."



Snowmobiling is fast becoming one of Canada's favourite winter pastimes.

Driving instructors take college course

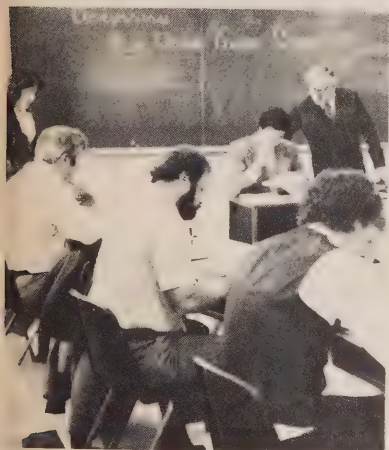
For the first time, driving instructors from across Ontario have taken a one-month course at George Brown College to qualify them to teach driving instruction.

The course was sponsored by colleges throughout the province, that intend to offer classes in driver instruction as part of their curriculum.

As of early in the new year, anyone wanting to teach driving in Ontario must take a course at a community college.

"We want to establish one uniform standard to be taught in every community college across Ontario. Together, 14 selected instructors have developed that standard, step-by-step, over the past month. They also designed a guide book to be used by instructors teaching the college course," said co-ordinator Phil Randall.

"We've always been trying to get driving instructors to work together in the industry instead of competing



A one-month course was held at George Brown College for 14 selected driving instructors from across the province. They will be teaching driving instruction at various colleges in the new year.

against each other. Hopefully, that'll change once they develop a professional standard," he added.

The one-month preparation course included sessions on lesson and course planning, practice teaching, developing a province-wide course curriculum, defensive driving techniques including the Smith system, driver motivation, alcohol and drugs, first-aid, in-car testing, understanding vehicle mechanics and manoeuvres, MTC's nature laws and the Highway Traffic Act.

Electronic traffic control system

By the mid 1980's the 12-lane Toronto 401 Bypass will have an east-west traffic control system stretching some 58 km.

It will provide a more efficient and safe traffic flow while alleviating some of the stress and frustration which now plagues drivers intermittently.

Electronic detectors installed in the pavement to register traffic flow changes coupled with closed-circuit TV observation and changeable electronic messages, will inform motorists and truck drivers alike of traffic jams or problems before they are hopelessly trapped.

For instance, once an accident and ensuing traffic tie-up is spotted in the core lanes by the cameras, a warning to motorists requesting they switch to the collector lanes will be transmitted

via overhead electronic signs. An MTC traffic management team will monitor and evaluate the system. A similar program is now in service on sections of the QEW.

Bypass traffic counts indicate as many as 300,000 vehicles in a single day cross the top of Toronto. Some sections are already at full capacity every rush hour.

This kind of congestion, combined with load spills and unpredictable weather leads to traffic accidents. Hopefully, the system will help alleviate such situations.

The first phase should be operational between the Don Valley Parkway and Highway 427 within three years, with the second (Highway 404 to Highway 2) and the final stretch (Highway 427 to Mississauga Rd) completed in 1985.

Tachographs keep tabs

By John Russell

In a year's time, gas at 30¢ a litre will seem like "the good old days."

Imagine your gas tank holds 200 gallons. Then you can appreciate the prospect truckers face as they move goods for a profit over the next decade.

There is only so much you can do to a truck, mechanically, to increase fuel efficiency: air dams, streamlining, using two or three trailers on long-distance hauls. They all help. But the inescapable fact is that moving a heavy load requires a lot of horsepower. And to get it, a lot of fuel is a necessity.

Yet, even the oldest, squared-off rig, that cuts through the air like the side of a barn, can be made more fuel efficient if it's driven intelligently. And one of the best ways to make drivers see that particular light is a device called a tachograph.

It's an electronic device, often likened to a flight recorder on an aircraft, sitting in a truck's cab and monitoring the way which the vehicle is driven. The driver sees a clock face, a speed or rpm warning light which can be set at a predetermined limit; and a counter which provides readings on mileage, total engine hours, and rpm's.

Locked inside is a recording paper, usually a circular chart, marked off in 12 or 24-hour segments. On it, is recorded distance covered, periods

of engine idling, vehicle speed, driving and stopping times. With such statistics, fleet managers or individual drivers can see exactly where the costly gallons are wasted.

The chart can also provide evidence of a truck's speed and use of brakes, should a driver be in an accident.

Benefits of driving wisely aren't confined to saving money on gas. The H. Ruhl Machinery Co. Ltd., distributor of the Argo tachograph, has done a study based on data from a large highway-transport company, which found that maintenance and tire costs over 100,000 miles can be reduced by \$3,544 if vehicles are driven at 60 mph instead of 70.



Tachographs installed in trucks record the distance travelled, periods of engine idling, vehicle speed, driving and stopping times.

Learning to drive safe



Former professional racing driver Don McKnight teaches Peel Regional Police officers advanced driving skills.

If the tortoise and the hare were to respond to a call for help who would get there first?

Former professional racing driver Don McKnight claims it's the cool, rational tortoise — not the panicky, presumptuous hare.

McKnight teaches Peel Regional Police officers that arriving safely on the scene of an emergency 10 or 15 seconds later is better than rushing to the scene, getting into an accident and not arriving at all.

That's just one of many lessons in a four-day course for recruits in which he also teaches vehicle dynamics, collision causes, avoidance manoeuvres and night driving — always harping on the importance of defensive driving.

"I've designed this course to meet their specific needs. To them their car is their office and an essential tool," McKnight said.

Officers don't do any simulated exercises. Speeds are speedometer controlled and road conditions can be wet, dry, muddy, sandy, icy, slushy, snowy. No oil. No tricks.

Topping this off, the streets are lined with trees from two-inch high saplings to two-foot maples. Should officers make mistakes they may end up over the curb sideways or airborne.

"We haven't reached the point where an officer has rolled a car over, but it's been close... because there's a real sense of what actually happens. As safety precautions, there are roll bars in training vehicles, helmets, and seat belts," McKnight said.

The program began in 1975 on a part-time basis and "I rely heavily

on information provided from accident scenes... especially pin-pointing accident causes."

Such information is used to improve the course.

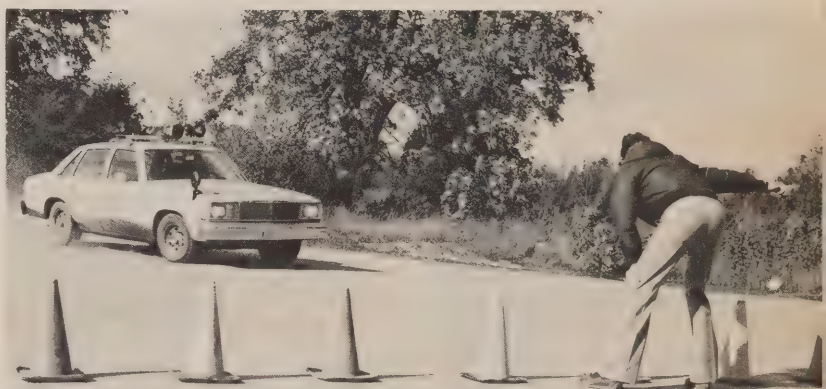
By 1979, the program had expanded from a day-long course for three police officers per class to a four-day course to meet the needs of all new recruits.

It emphasizes driver safety and improvement in four areas of police work: emergency response,

ing, he emphasizes the use of what he terms "12½ per cent threshold braking" to successfully perform the avoidance manoeuvres he designed.

"This means smacking the pedal as hard as you can, locking everything up, then taking the pressure off the pedal gradually, to the point of slip, while maintaining steering control."

A roadway is flooded with water from a fire hydrant; a cone representing a child is set out close to the



McKnight takes an active part in testing the police recruits.

patrol, destination driving and pursuit. And a successful track record backs the program, showing a 50 per cent drop in police-related accidents since its inception.

First day trainees concentrate on defensive driving, vehicle dynamics and accident avoidance manoeuvres hinged on car control exercises. Some of these exercises are derived from a General Motors course.

Recruits begin by testing for emergency response. They must run across a street to a cruiser, unlock the car, start the vehicle, put on the seat belt and proper emergency devices, race through a serpentine course then around a 90-degree corner, miss a child (represented by a cone) and park the vehicle. Each officer is timed.

"I let their emotions take over. They must get to the scene as fast as possible," he explained.

The rest of the day is spent on car control exercises mixed with avoidance manoeuvres. Although McKnight teaches four-wheel lock brak-

THIS IS THE
LAW

Did you know that

On hearing an ambulance, fire truck, police cruiser or public utility vehicle siren, or on seeing their red-roof lights flashing, all drivers must pull over to the curb, bring their vehicles to a stop, allowing emergency vehicles to pass.

In the case of a one-way street, drivers must pull over to the right or left curb, whichever is nearest.

It's also illegal to follow closer than 150 metres (150-175 yards) behind any fire department vehicle responding to an alarm.

ely in an emergency

hydrant. Kitty corner on the other side of the road a row of cones represent an oncoming truck.

The officers' task is to race up to the "child" at a steady 80 km/h, slam on the brakes as hard as possible on cue amid the spray from the hydrant, swerve into the oncoming lane to avoid the child **and** stay out of the path of the oncoming truck before returning to the proper lane.

Usually, 70 per cent fail on their first try. It's a test that demands defying natural instinct because they must not look at the child. Instead they must concentrate on the lane to which they must return — beyond the child, beyond the truck.

The importance of defensive driving is emphasized when contrasting the first "panic" run to an emergency scene with a second run at the end of the day.

"The second time, I tell them to have total control of themselves and their vehicles. No screeching tires, no commitment to corners they can't even see around, no sliding. I'm not trying to slow them down, just trying to get them to drive safely and efficiently when they're on the job. They're always faster the second time. It's the only way I can give them

individual proof racing doesn't mean getting there faster. I'm always trying to get them to realize cars have a limit and as drivers, they must remain within those limits."

The second day involves a more intensive car control program with emphasis on patrolling and emergency response.

"We drive around for a whole day and evaluate one another. Often drivers who can't recognize a fault in another have the same fault," McKnight said.

They discuss driving situations, traffic patterns and how they change how drivers handle their vehicles and what they are doing to prevent accidents. In short, they pinpoint the defensive driving skills of the other.

There's also a dab of psychology mixed into the sessions. McKnight believes officers are subject to a "body expansion image."

"A man in a Cadillac usually feels superior to a guy in a Volkswagen

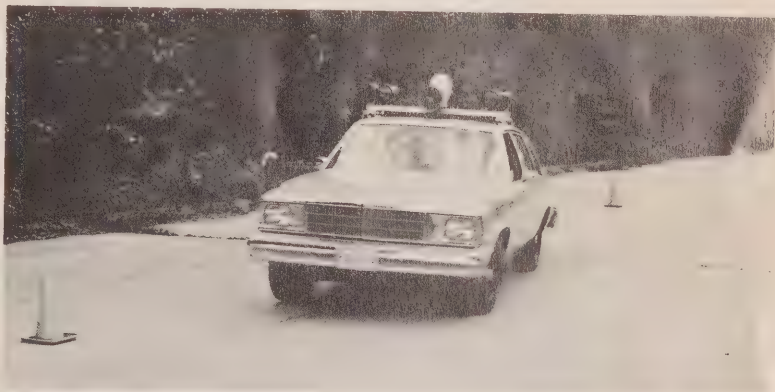


Difficult accident avoidance manoeuvres practised by recruits have contributed to a 50 per cent drop in Peel's police-related accidents.

noon until midnight to practise night driving and emergency response.

Recruits are reminded of case histories of accidents in which officers have been injured on their way to an emergency. McKnight has taken officers' reports of these accidents, recreated them and taken slides to simulate the incidents.

On the last day, they're out on the street learning how to apprehend suspects in cars — without



Forward and reverse manoeuvres on a serpentine track is one of the many car control exercises.

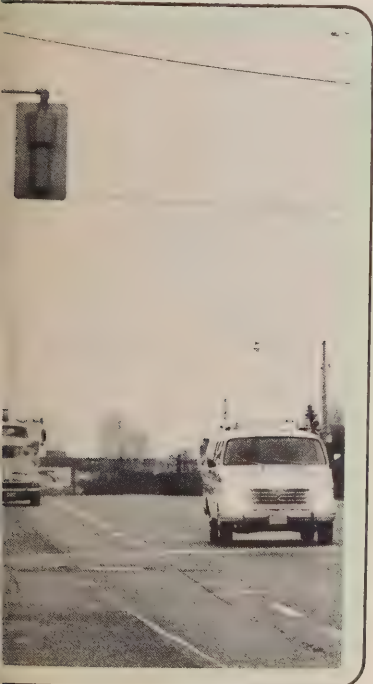
Beetle. With police officers this is multiplied especially in recruits. After six months, they are in police uniform, drive cruisers, carry guns, use sirens and emergency equipment and have authority. This often puts their own image of themselves completely out of whack.

"We tell them this is normal and request they try to contain these feelings. We then get into **why** drivers drive as they do," McKnight explained.

Day three often depends on the time of year. During day-light saving time, classes run from late after-

jeopardizing their own safety. McKnight acts as a suspect and is apprehended by an officer in a cruiser. Meanwhile McKnight evaluates each officer's performance. Windup is a two-hour written exam after which McKnight hopes they've become confident and skilled drivers.

There are also two-day courses for cadets, one-day refreshers for experienced officers, two-day courses for accident repeaters, and advanced courses for intelligence and bomb disposal squads.





Safety officers annual conference

Police officers who attended the annual Safety Officers of Ontario Traffic Conference Committee Workshop in Toronto were introduced to MTC's robot driving expert, MOTAC II. Those who attended came from as far away as Illinois to participate in this year's program — "Working Together for Safety."

IAPA seat belt club

For the past 17 years, the Industrial Accident Prevention Association (IAPA) has recognized those who've declared they escaped serious injury because they had their seat belts on in a motor vehicle accident.

Today, the "Seat Belt Club" has 52 members and, although their names are confidential, their stories aren't.

A recent award went to a driver whose car was struck by a sanding truck out of control.

The truck crossed the median and crashed into the victim's car, sending it, the driver and passenger 150 feet into a hydro pole which snapped and landed atop the car.

Both the driver and passenger were trapped for 50 minutes and sustained multiple injuries, but credited the fact they were alive to their seat belts.

Keep calm to avoid an accident

By Terry Favot

Even good drivers get in traffic accidents.

But, usually, they avoid serious collisions and injury because they are prepared for unexpected driving hazards, by remaining in control of their vehicles.

Faced with a dangerous situation they keep their cool. And that's essential for all drivers to maintain better control of their vehicles.

Example? You're driving along a two-lane road. Suddenly, a car

approaches from the opposite direction. But in your lane! What defensive driving action should you take to avoid a collision?

First, never steer to the left. Chances are most other drivers will attempt to get back in their proper lane. So, steer to the right. Even if it means leaving the roadway.

You may hit something, knock out some guiderails, end up in a ditch, or go into a field. But it's better than a head-on collision.

Forced off the roadway? Never try to return immediately because

you could lose control. Slow down. And, with both hands firmly on the wheel, drive back onto the roadway when it's safe.

Skids are another hazard which can be corrected safely if control of your car is maintained. A skid simply means losing tire traction, often resulting from failing to adjust speed to suit conditions.

Again, if you feel your car's losing traction and starting to skid — keep cool. Never hit the brakes. Instead, take your foot off the gas, shift into neutral or de-clutch. This disconnects the 'drive wheels' and ends power-assisted spinning. Then steer the vehicle in the direction you wish to go.

This applies when it's raining, for instance. Rain acts as a lubricant, making road surfaces slippery, especially as the first drops fall.

Snow is another problem. When driving over hard-packed or slippery roads, for sure, safe control of your vehicle, look ahead and anticipate what you may have to do under such conditions. Avoid abrupt steering, braking or accelerating that could cause a skid. Drive relaxed.

If blowing snow forces you to slow considerably, turn on your emergency flashers to warn other motorists of the poor conditions ahead.

But above all stay cool and concentrate on the business at hand... maintaining control of the vehicle.



Unexpected driving hazards call for a level-headed driver behind the wheel.

Province - wide OPP on ALERT

It's the holiday season again, meaning local police will be out on the streets with Alcohol Level Evaluation Roadside Tester (ALERT) machines.

But this year, drinking party goers are in for an added surprise.

Not only are the locals using the breathalyzers, but the Ontario Provincial Police (OPP) will have their new province-wide ALERT program in full operation as well.

Since August 1980, every OPP district has been equipped with at least eight breathalyzers which are out on the road seven days a week.

"We introduced a pilot project in August of 1979, running 'till April 1980, and it proved beathalyzers were effective in reducing the number of accidents, with a significant rise in the number of impaired drivers," said OPP Constable Angus Cline who introduced it to officers province-wide.

Cline works out of the Burlington detachment where one of the most heavily-travelled portions of the QEW is patrolled with ALERT



The Ontario Provincial Police are out on the roads with their new province-wide ALERT program.

from 4 p.m. to 8 a.m. seven days a week.

Each detachment has a breathalyzer specialist like Cline who calibrates the machines once a week to ensure accurate readings. Each ALERT is good for 30 to 50 tests before needing a recharge.

So far over 24,500 drivers have been stopped for suspected drinking and driving. Of those, over 9,100 took ALERT tests and almost 3,400 had readings over the legal limit.

NEWS BRIEFS

Japan: Toyota Motor Sales Co. Ltd. has equipped their latest Mark II and Chaser series with a synthetic female voice which gives drivers six various warnings including: you're low on gas; your door's half open; put on your seat belt, and turn off the headlights. U.S. carmakers are considering equipping 1982 cars with similar voice warnings.

U.S.A.: Lawrence Livermore Laboratory researchers in California say they're developing an air-aluminum power cell which can be fuelled with water. They say it will increase the range of electric cars to a distance of 480 km (300 miles) before needing a refill of tap water.

Canada: A University of Guelph study shows women who drive big cars in big cities are least likely to buckle-up.

Russia: A drunken 21 year old man who roared through Moscow at 80 km/h (50 mph) in a stolen truck has been sentenced to death for killing six people and injuring five others. His wife and a friend were along for the ride.

U.S.A.: The build-it-yourself UrbanSport Trimuter is a futuristic-looking three-wheeler that runs on gasoline or electricity. The gasoline-powered version sells for about \$1,900 and averages 80 km per U.S. gallon, reaching a top speed of 100 km/h (60 mph). The \$2,700 electric car hits 90 km/h at top speed (55 mph) and after 110 km needs a recharge.

England: A farmer who has experienced difficulty getting his cows across the road for milking has been given a cow crossing. Triangular signs are posted showing a picture of a cow with a warning to motorists of flashing amber lights ahead. The farmer controls the crossing with switches located at either end of the field and farm entrances.

U.S.A.: Tractors running on soya bean oil? Scientists at Louisiana State University found that 10, 20 and 40 per cent soya bean mixtures in a single cylinder research engine and multi-cylinder tractor engine had the same horsepower as pure diesel fuel — with a slight increase in thermal efficiency per unit of fuel.

U.S.A.: Air bags will be an available option on Ford Lincolns in the middle of the '81 model year. Mercedes has decided air bags will be standard equipment on their American '82 models.

Canada: Mohawk Oil of Calgary, Alberta will convert an old Minnedosa distillery to gasahol production. It hopes to produce two million imperial gallons of ethyl alcohol in its first year.

U.S.A.: The newest gadget which is supposed to improve car mileage is a magnet, originally designed to keep metal out of cows' stomachs. Farm supply stores are selling thousands of the four-inch magnets to motorists who attach them to both sides of their fuel lines and claim they're getting better mileage. The theory is the magnets create an electrical current which heats the fuel slightly, so less gasoline is needed for combustion.

Letter to the Editor

When a tractor-trailer pulled out to pass us, it jack-knifed and came crashing into our car, forcing us off the road into a cement abutment and steel guiderrails.

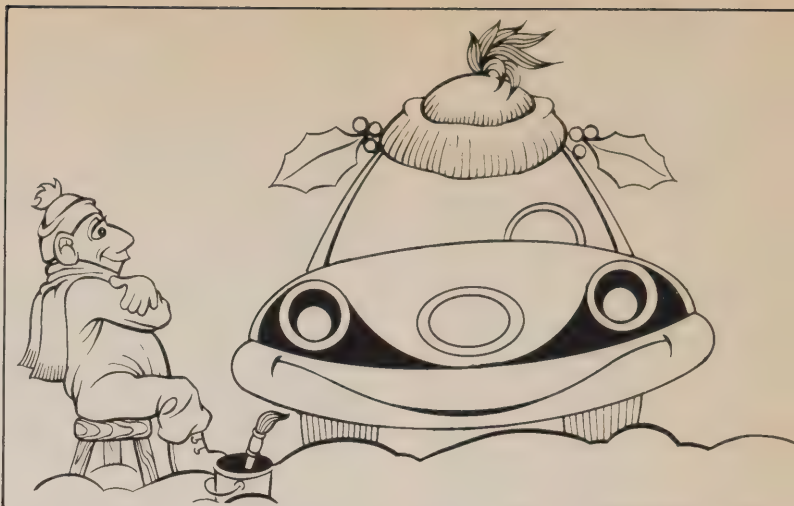
You will see by the enclosed picture our car was totally demolished, yet we managed to escape without many serious injuries. My husband, our doctor and lawyer and myself feel that had I not been wearing my seat belt I would have been thrown from the car and killed — or most definitely sustained far more serious injuries.

I want to thank MTC very much for the enforcement of seat belts. I'm so glad my husband and I had enough sense to wear them.

Phyllis F. Gow
205 Queen Mary Dr., Apt. 904
Oakville, Ontario



Phyllis Gow's vehicle after the accident:



Don't be a Grinch. Put a Christmas smile on your car. People don't see people who they drive — they see cars.

Radar Squad in Halton Region

With fatalities ahead of last year's at this time, Halton Regional Police have formed a "radar squad" in the hopes of slowing speeding motorists.

In one month, there were five road deaths in the region.

"We reviewed all the fatal accidents and it became obvious speed was too often an underlying factor. Wanting to slow such motorists, we made it a priority and developed the radar squad program," said Halton Regional Operations Deputy Chief Robert Middaugh.

During the squad's first month, there were no fatal accidents and 570 drivers were nabbed for speeding, 80 were cautioned.

The new three-car radar units appear anywhere in the region at any time. Locations and times are switched each day in many heavily travelled areas.

The schedule was intentionally designed to be unpredictable to catch drivers off-guard and make the drivers of the 121,855 vehicles registered in Halton, radar wary.

There's one car for every two people in Halton region which has a population of just over 240,000 and incorporates towns and cities east of Hamilton and west of Mississauga.

Middaugh said he expects the radar to slow drivers while the cruiser, itself, acts as a deterrent.

ontario traffic safety

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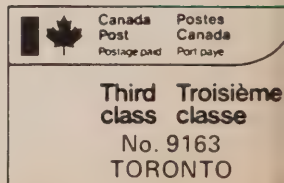
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JANUARY/FEBRUARY 1981

Alco-calculator warns drinkers

Liquor rarely affects two people exactly the same way.

Why? Well, on the average, a big 250 lb. man needs more to drink than a svelt 115 lb. woman, to reach the legal limit of 0.08 blood/alcohol concentration.

And that's why the blood/alcohol concentration varies for every drinker. Enter the Alco-calculator for individual use.

It warns if drinkers have had too much according to weight, type and number of drinks they've consumed over a short period of time.

"It's basically one calculation," said Janet Ross of the media relations department of the Addiction Research Foundation (ARF) which sells the Alco-calculator in their bookstore. "It shouldn't be treated like the bible. It indicates generally what effects drinks have on your body."

The pocket-size calculator, designed by Rutgers University Journal of Studies on Alcohol Inc., New Jersey, works much like a slide rule. The type of drink is lined up with the number of drinks consumed and body weight. The maximum blood/alcohol concentration then slides into place.

It should, however, be emphasized that the Alco-calculator is not exact.



Ministry of Natural Resources staff pick up deer after it was struck by a motorist.

Deer deaths increase

The number of deer killed by motorists on Ontario's roads has increased sharply over the last 10 years.

And the problem area is centered along Highway 401 between Milton and Woodstock and many of the surrounding secondary highways.

Prior to 1970, the Ministry of Natural Resources (MNR) was faced with an average of 70 deer killed a year in this area. Now that figure has risen to more than 400. And that refers only to those deer found and reported by MNR staff.

"At times, we were picking up 12 to 15 carcasses in a couple of days," said Gary Tupling, fish and wildlife supervisor for the Cambridge district. I'd estimate the number of deer actually killed in this area is almost double what's reported."

No one knows just how much the deer population in agricultural Southern Ontario has grown, but it's estimated it has at least tripled in the past decade.

This rapid increase is a major contributing factor in the high increase

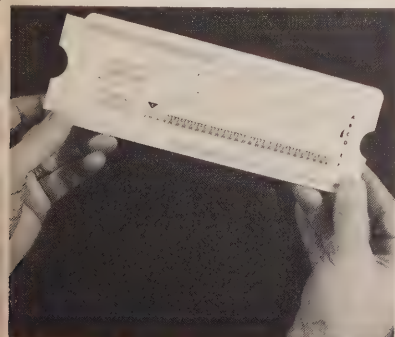
in deer/car fatalities. Tupling and a few other staff members are looking into ways to reduce the number of accidents.

"The background work has only begun so naturally we don't have a solution yet. We know that in Europe, they've developed a successful program using roadside reflectors which bounce the light off headlights into the woods. This light frightens the deer in their tracks, preventing them from crossing the roadway," Tupling said.

Provincial deer program coordinator, Murray Smith, says the average cost of the damage incurred for each accident runs from \$600 to \$700.

"The deer being a long-legged animal usually bounces up over the vehicle into a ditch when struck. If it were a short-legged animal, like a dog or pig, the damage would be more extensive," he said.

Smith says many motorists don't take "Deer Crossing" signs seriously because they've never seen a deer cross a road. Tupling agreed.



Alco-calculator estimates the blood/alcohol concentration per individual.

CP Police alert snowmobilers

It happens every year.

Carefree snowmobilers "lost" in the whirring roar of their snowmobiles don't hear the heavy hum of modern trains coming down the track heading straight for them.

And every year, the Canadian Pacific Police warn of these dangers through their national snowmobile safety program.

In 1979 in Ontario accidents led to serious injuries and two dead. Many affected the lives of young men and women between the ages of 16 and 25.

"We're very worried about this tragedy. We have people patrolling the railway tracks everyday, but weekends are the big problem," said Stan Mackey, inspector of CP's department of investigations for the Ottawa area.

"We have our men out there in plain clothes on snowmobiles tracking down reckless snowmobilers and warning them. They can be charged under the Railway Act with a fine up to \$20 or under the Motorized Snow Vehicles Act carrying a fine up to \$500," he added.

CP police superintendent, J.B.

Eggett said his safety officers present the snowmobile safety program to snowmobile clubs, schools and in shopping plazas. They have posters available and a newly published booklet entitled: "Snowmobiling. Sport is a deadly game". It covers precautions and the law.

"In most fatal accidents, the snowmobiler is either struck from the side or behind without ever being aware of the train. And for a freight train travelling at 80 km/h to stop, it takes up to one and a half km. By then it's usually too late," Eggett said.

One of the biggest dangers is snowmobiles crossing the tracks back and forth over the same spot hardening the snow into ice so tough it has derailed trains. "At times the ice is so hardpacked even our de-icing car has derailed," Eggett said.

Another concern is the slicing of ground-level control wires which can prematurely trigger automatic railway signalling systems.

"Hopefully, there won't be an increase in accidents. Our men are out there at the first snowfall warning snowmobilers of the dangers of racing alongside a track — which they



CP poster warns snowmobilers to stay off railway tracks.

persistently do. On a number of other occasions, snowmobilers have wedged their machines between the tracks and have had to jump off leaving them to be crushed by an oncoming train," said Eggett.

"It seems every year we have young people who lose a leg or an arm," added Mackey.

In an accident follow these steps to safety

By Terry Di Carlo

So. You think it'll never happen to you.

Well, despite all the safety precautions, motor vehicle accidents happen.

In 1979 alone, there were 197,196 in Ontario. And that doesn't include unreported fender-benders.

For a driver's own protection and

the safety of others, there are a number of procedures to follow when involved in a collision.

First, you must stop — even if it's a minor collision or a more serious one involving injuries or extensive property damage over \$400.

It's important to remain calm, especially in a serious automobile accident. Turn off all vehicle engines, turn on the emergency flash-

ers. Don't let anyone smoke, light a match or place flares near the vehicle in case there's a fuel leak.

Next, call police, and get medical help for any injured. Once help is on the way, set up flares or other warning signals far enough from the accident to give other motorists time to slow or stop.

Then, write the names, addresses and phone numbers of all witnesses, and any comments they might have about the accident.

When another vehicle is involved, get the name(s), address(es) and phone number(s) of drivers and occupants. Jot down the other driver's licence plate, registration and driver's licence numbers, insurance agent and policy number.

It's also important to get details such as: date, time, location and cause of the accident. If you can, note your estimated cost of repairs to all vehicles. And, get the police officer's name, badge number and location in case you have to contact him.

Finally, don't forget to notify your insurance agent as soon as possible.



There are many important details to tend to once an accident occurs.

Drugged drivers a growing concern

By Joan Woodrow

The scene is familiar: a collision, a couple of people badly hurt, the sirens of approaching ambulances.

One of the first questions popping into most of our heads is "was he drunk?" In all too many cases, such an accident is caused by a drinking driver.

But in the last 15 years, another kind of impairment has been a contributing factor in too many traffic accidents. High levels of drugs have been found in the blood of many accident victims. Investigations into what part drugs play in accidents are just beginning.

The growing acceptance and avail-

ity of the existing research reached quite different conclusions.

The first, undertaken by G. Milner and published in the Australian Journal of Medicine stated: "At this point in time, marijuana and other cannabis intoxication effects would seem to be a very real hazard in our community, especially in terms of the road toll."

Yet A. McBay, in a report published by the National Institute on Drug Abuse Research, concluded: "At present, there is no evidence that marijuana is a significant public safety problem - or is about to become one. The effects of marijuana report-

and hashish users consume it in conjunction with alcohol and the combined effects can have quite an impact on driving performance.

Transport Canada, in association with researchers at the Defence and Civil Institute of Environmental Medicine and the University of Toronto, recently undertook a study of driving performance while under the influence of alcohol and cannabis.

In order to pin down the different effects of these two substances, subjects were given a standard dose of alcohol; a standard dose of cannabis; half a dose of alcohol in combination with half a dose of cannabis; and a



Mixing drinking with drugs before heading out on the road is a danger not only to the driver but to everyone on the road.

ability of marijuana and hashish as well as the proliferation of legally prescribed narcotics has made it very easy for anyone to get hold of a potentially impairing drug. Like alcohol, it could become a considerable hazard to traffic safety.

Several studies have been conducted over the last 10 years into the effects of various drugs on driving performance. The most prevalent, marijuana and hashish, are both derivatives of the cannabis plant and much research has centred upon these two drugs.

One of the overall conclusions is that the contribution of drug consumption to the occurrence of traffic accidents can never be established unequivocally.

Even the individual conclusions vary considerably. Two 1977 reviews

ed in these studies are such that it is unlikely a person driving erratically and recklessly would do so because of the influence of the drug."

One observation made by almost all researchers was that alcohol and cannabis taken singly have quite different effects on the body.

For instance, alcohol seems to cause a slowing of central processes whereas cannabis seems to bring about attention lapses.

Alcohol's slowing of the information processing cannot be substantially counteracted, but it's possible for subjects under the effects of cannabis to pull themselves away from them temporarily to achieve a higher degree of concentration for a brief time.

There's another factor at work here. A high proportion of marijuana

placebo. They were administered in such a manner the subjects didn't know what combination of cannabis or alcohol had been given.

They were then asked to perform a number of driving tasks under a set of controlled conditions. Their performances were monitored by a computer-based data acquisition system installed in the test vehicle.

The reported results of this experiment indicated "alcohol and cannabis, when taken in quantities normally associated with social use, adversely affect performance on tasks typical of everyday driving situations".

However, researchers added the difference between driving behaviour under drug and placebo conditions were so subtle "they would hardly be noticed by observation."



Project Lift driver, Edward Halbach helps passenger Martha Hett off the van on one of her routine trips in Kitchener.



Driver, Des Brommage of Windsor's Handi-Transit service for the disabled demonstrates the lift used to help passengers with wheelchairs into the van.



All-Way Trans. Ltd. services the Metro Toronto area with a total of 7,300 registered users and 220 who depend on the service to get to and from work daily.

Specialize

Physically disabled persons want and need to travel safely and live as any other citizen. Committed to this principle, back on July 1, 1979, Ontario's Ministry of Transportation and Communications introduced a program to provide 50 per cent funding to municipalities offering transportation services to physically disabled citizens.

So far, some 34 municipalities are now participating in the program and upwards of 50 more are expected to follow suit by 1983.

They like feeling independent.

For years, the disabled didn't have a dependable transit service to get around town. And taxis were expensive. Family or friends had to be inconvenienced and wheelchairs caused problems.

So, they stayed home.

Today, through 34 Ontario municipalities, the disabled are serviced by specialized public transit that picks them up and drops them off on request.

In Kitchener-Waterloo, Nancy Hodgson runs the door-to-door Project Lift transit service for the disabled.

"We service one person at a time seven days a week. Our drivers often have to go into the homes, help people out to the van, up lifts, strap wheelchairs to the van, then put a seat belt on the person."

She said it takes a special type of driver to service the 1,400 rides a month, each one handling 16-17 calls a day.

Paul Tower, a Project Lift driver, adds: "A driver needs much more patience than the average person and a strong back to offer physical assistance when required. We are all safety-conscious about our clients."

Tower says that often a strong, personal bond grows between the passenger and driver.

Paul Whitaker, who depends on the service to continue working as a section manager of Bell Canada, agrees that this bond helps greatly.

"I know I can trust them with my life because I know they're watching out for my safety. When they come for me, I get lifted into the van and both my wheelchair and I are secured before the driver takes off. It's

Photo courtesy of TTC

transit services for the disabled

much safer for me than any other form of transportation I could take."

In Windsor, Don Fisher, 40, who has multiple sclerosis was able to work three extra years because he could depend on the city's Handi-Transit system to pick him up and drop him off every day.

"It's a tremendous service. It's easier for me to use than any other service because I can travel in my wheelchair. If I take a taxi, the driver

Did you know?

One in every 10 Canadians has some kind of disability, meaning an estimated 800,000 Ontario citizens suffer from handicaps which existed at birth or resulted from accident or disease.

must be willing to help me because I can't do it on my own.

"With Handi-Transit I don't have to worry about that. The drivers take care of me. I don't have any qualms about travelling with them and I feel very safe," he added.

But what Fisher enjoys most is that he can travel to a social event with his family. He calls well in advance to book his ride and, if there's space, his wife and two children join him on board.

"I can't stress how much it helps to keep our family together by allowing us to do things together," he said.

Joyce Ulman who runs the service says they make 1,200 trips a month or about 50 per day. They're working on obtaining a fourth vehicle to meet the demand.

Appointments are requested five days in advance and calls are routed to accommodate as many people as possible on a curb-to-curb service. The passengers usually wait indoors.

Both Handi-Transit and Project Lift drivers have St. John Ambulance training and undergo orientation programs as do many drivers of vehicles for the disabled across the province.

Paul Poupard, a Handi-Transit driver, says: "It's one of the best jobs

I've ever had. It gives me a great feeling to work with these people. We always try to help our passengers to the door, particularly in the winter. They are our responsibility."

As one of the first drivers when the service began almost four years ago, he recalls: "When the first riders began using the service, some passengers said they hadn't been out of their homes for over a year because they had no affordable way of getting around. Now, they feel independent and safe."

Windsor is also one of the increasing number of communities which has preferential parking spots for the disabled in places where they frequent such as hospitals and plazas.

In much larger Metro Toronto, it is more difficult to accommodate everyone's needs. Wheel Trans which is operated by All-Way Trans. Ltd. makes about 650 trips a day with a total of 7,300 registered users, 220 of whom depend on the service to get to work and back daily.

Wheel Trans like other transit services for the disabled must make extensive modifications to their vehicles before using them to transport the disabled.

"We really take a good look at them and try to make them accommodating and safe for our passengers," said Roger Winter, supervisor of the Toronto Transit Commission's Wheel Trans.

"We place stanchions throughout the vans to assist the disabled to move in and out of the vans; we make modifications to the hydraulic lifts which have dual control from inside and out and automatically stop and lock at the van floor level; we also extend the handles on the emergency exits for easy access."

The vehicles are also equipped with seatbelts and retractable belts which adjust to fit any type of wheelchair.

The contract for Wheel Trans, however, stipulates the vehicles must be equipped with lots of windows, auxiliary heating and plenty of vents.

The Ottawa ParaTransit system, with the assistance of M & O Bus Lines is conducting a pilot project, using a rack and pinion locking seat belt system which stands four feet and sits behind the wheelchair. It has arms reaching up and over the

wheels at a 45-degree angle to hold the wheelchair in position. Also attached, is a shoulder strap and a lap belt.

Response to the new device has been positive said Bob Moran, owner of M & O Bus Lines.

"We are continually monitoring the new seat belt's use and making adjustments to iron out any problems we come across."

In Brockville, disabled persons ride free in Courtesy Cab's wheelchair van service; Care-a-Van in Oakville is so successful, a second bus is needed to service the more than 570 passengers; and up north in Timmins, they have two buses to service the disabled.

Right across Ontario with the encouragement of MTC and the presence of International Year of Disabled Persons in 1981 more and more municipalities are taking a closer look at providing specialized transit service for their disabled citizens.

So they too, no longer have to stay home.

International Year
of Disabled Persons

1981



Did you know?

The United Nations defines a disabled person as one who is "unable to ensure by himself or herself, wholly or partly, the necessities of a normal individual and/or social life, as the result of a deficiency . . . in his or her physical or mental capability".

Advanced course

Driver training at Kingston college

By Joan Woodrow

Whenever we set out to invest in a new car, we spend a lot of time considering its features and its abilities. But we rarely think about the abilities that count the most — the driver's.

That's something which concerns Bill Ward a lot. Responsible for the accident avoidance and defensive driving course at Kingston's St. Lawrence College, Ward feels safe and competent driving is something he rarely encounters on roads and highways.

"Unfortunately, very few licenced drivers are able to respond correctly in an emergency driving situation . . . and that's because there has been very little training in advanced driving skills," he said.

Serious driver education did not really get underway until the late 1960's, according to Ward, when the increasing number of accidents made it clear drivers weren't doing all they could to prevent needless death and injury on the road. "Part of this was carelessness, but one major reason was lack of solid training in defensive driving and accident avoidance," he added.

"Sadly, few drivers even today have had a chance to practice the techniques required to handle common emergency situations. They've read



Learning how to control a skid and other accident avoidance manoeuvres are part of St. Lawrence College's program.

or heard about how to handle blow-outs, skids or other happenings; but theoretical knowledge is no substitute for experience . . . or for the feel of a car as the driver responds properly to an emergency."

That's where the courses offered at St. Lawrence can be a real help.

Through a series of planned driver-training exercises, the courses attempt to acquaint drivers with emergencies they might encounter.

Many, lacking any advanced driver training, wouldn't know the most

effective way of avoiding a collision. In fact, many would compound the situation by performing incorrect manoeuvres.

At St. Lawrence, they concentrate on driving emergencies which contribute most frequently to traffic accidents such as sudden stops which often result in a skid. Ward teaches students methods of regaining control and correcting skids — methods difficult to master without the opportunity of controlled practice.

"I really believe in this kind of training. There aren't many places in Canada where you can get an intensive training course of this kind. So, I'd like to see more of these courses."

Getting to know how a car works and what it can do for you is another element emphasized in the course. "People spend a lot of money on cars these days, so they should have a sound knowledge of the car's operating characteristics — what it can and can't do in an emergency situation," he said.

During the course, Ward has each student experience the difference in performance when the tire pressure is altered. "That's always an eye-opener. In fact, improper tire pressure is a major factor in traffic accidents."

Ward also teaches basic driver education, emergency vehicle operation, licence upgrading for all classes, and a course for instructors of accident avoidance and defensive driving techniques.

THIS IS THE LAW

Did you know that

Careless driving is a serious offence and conviction could land you in jail for up to six months and/or cost you a \$100 to \$500 fine. On top of that, your licence may be suspended for up to two years.

Under the Ontario Highway Traffic Act, careless driving refers to those who drive without due care, attention or reasonable consideration of other persons using the highway.



SAFETY BRIEFS AROUND THE WORLD



RUSSIA: A radar-controlled drunk-proof car has been developed which automatically slows down when it gets too close to other cars. It can even pull over automatically. And should a driver fall asleep at the wheel, it will continue steering itself down the road and negotiate curves. Only in Russia, you say?

CANADA: Helium-filled balloons have been developed by an Ottawa-based company to haul heavy loads to remote areas where road, rail, airfield or water access is non-existent or expensive. Self-powered with two turboprop engines mounted on the horizontal axis, they carry 40 tons and up.

U.S.A.: Two people from North Carolina modified a pickup truck to operate on 16 golf-cart batteries and an electric forklift truck motor. It can be recharged on any 110 volt electrical outlet.

JAPAN: There's just not enough space to accommodate the over 850,000 bicycles which find their way into every inch of space around the commuter rail stations. This uneasy situation called for new legislation requiring supermarkets, department stores, banks and other businesses to be built or renovated to provide adequate parking lots for bicycles.

CANADA: A University of Western Ontario scientist said he has discovered a microscopic cell which can quickly produce ethanol from pulp and paper waste, surplus food products and even garbage.

U.S.A.: A vehicle appearing to be driven by a drunk was stopped by police who discovered it was operated by a seven-year old boy and his four-year old sister on their way to see their father 300 km away. The girl pushed the brake and gas pedals while the boy steered.

CANADA: At major intersections in Edmonton an automatic sensor and radar-equipped surveillance system will be introduced to help police catch violators. Bullet and bomb-proof cameras will take date and time-stamped photos of vehicles violating traffic laws and summonses will be mailed to the registered owner.

U.S.A.: A fan-driven automobile has been invented which averages 117 miles per gallon. It is based on the principle of reducing the amount of power needed to propel the car rather than increasing the amount of power available. The \$8,000 kits should be on the market in a few years.

ITALY: Dozens of cars were stuck to the road surface during rush hour on the Milan-to-Venice Autostrada after a tanker truck carrying plastic glue overturned. A special solvent had to be rushed to the scene to free the cars.

Children's safety kit for schools

By John Russell

Michelin Tires' little pneumatic man, Bibendum, is one of the world's best known corporate symbols. And the company has rolled him out this year to help teach school children about traffic safety.

Their "Youth Safety Program" kit can be used in primary schools from kindergarten to grade six. It consists of four teaching elements: filmstrips, cassette tapes, posters and teacher reference booklets which cover five areas of safety — from being a good school bus rider to planning a safety campaign for the whole school.

A different artist designed the material for each topic the kit explores, to eliminate boredom from over-exposure. Graphics were chosen rather than photographs so the illustrations wouldn't become dated.

The substantial development costs, involving three years work by artists,

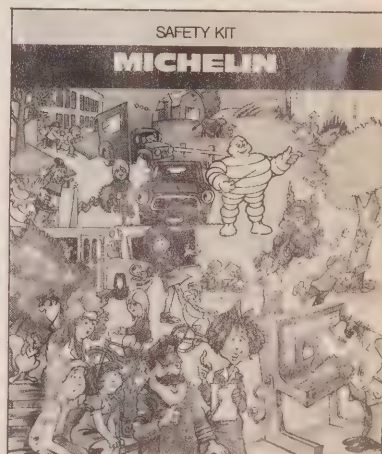
teachers and musicians, have been absorbed by Michelin.

Developed by educators as a back-up support for current safety programs, the Michelin kit can be used as part of a regular teaching routine.

It's also designed to do more than just teach safety. For example, a class could be asked to write a composition based on what they saw in a filmstrip, or provide dialogue for the characters, or even draw their own cartoons to tell the intended story.

The teacher's guides suggest a number of such activities, as well as providing master copies of games, puzzles and charts — all easily reproduced. They can also be used to teach mathematics, spelling, develop vocabulary and foster problem-solving skills.

Says Bruno Deckal, vice-president and general manager of Michelin Tires (Canada), and the moving force behind the idea, "we want to awaken and develop a sense of safety in our



Kits offer back-up support for current safety programs.

children who need protection on the streets, on their way to school and at play.

"We also want to develop a sense of responsibility, as today's children will be tomorrow's drivers."

The program is available across Canada for \$125 from McIntyre Educational Media Ltd., 30 Kelfield St., Rexdale, Ont. M9W 5A2.



Coming Events

April 6-10 - Course on Motor Fleet Driving Training held by the Ontario Safety League; 82 Peter Street, Toronto; (416) 362-1516.

April 13-15 - Course on Fleet Maintenance held by the Ontario Safety League.

April - Month long approved driver instructor training course held at Seneca College, Toronto. Contact Bill Nigston at (416) 491-5050 ext. 520.

April 22-24 - Sixth annual conference of the Institute of Transportation Engineers at the Empress Hotel, Victoria, B.C. The theme is "Inter-City Transportation and Urban Scene." For more information contact T.A. Lambe (604) 477-6911; telex 049-7222.

INTERNATIONAL SYMPOSIUM ON OCCUPANT RESTRAINT

sponsored by
American Association of
Automotive Medicine
and
Ministry of Transportation
and Communications

A three-day symposium highlighting the medical and public health aspects of occupant restraint, and the need for physician commitment to influence public policy, research and education aimed at increased usage of occupant restraint devices.

June 1 to 3, 1981
Hotel Toronto
Toronto, Ontario, Canada

Safety manual for trucking industry

The Canadian Trucking Association has released its latest edition of the comprehensive "CTA Safety Manual for the Trucking Industry".

Cameron McLeod, director of industry relations, said: "We have long recognized the need for improved safety on our roads. Organizations need to selectively screen drivers and give them good driving guidelines."

The manual discusses company accident prevention policies and emphasizes precautionary measures, hiring procedures, and more.

It is available through CTA's affiliated trucking associations in Ontario. An unbound copy is \$15 (bound \$25) and can be ordered from CTA, Suite 300, 130 Albert Street, Ottawa, Ont. K1P 5G4.



D. ACCIDENT PREVENTION CO-ORDINATOR

Job Description
Job Analysis
Accident Register (Vehicular)
Accident Register (Personal)
Accident Analysis Report
Inspection Reports

Latest edition includes a section on "Accident Prevention Co-ordinator".

ontario traffic safety

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MARCH/APRIL 1981

1-year waivers for truckers

As of March 1, 1981, drivers who have had their licence downgraded because they failed to meet MTC's medical requirements may apply for a one-year waiver.

"This amendment in no way weakens the province's medical standards. But it does allow individual consideration to be given to exceptional cases," said head of driver control, Rick Ciach.

Under the amendment, healthy drivers, holding class A,B,C,D,E or F licences who discover they have a medical problem, can apply for the waiver. All medical conditions will be considered except for hearing impairments in classes B,C,E or F or

responsibility drivers of large vehicles accept when on the road and the possibility of a catastrophic accident if they were to have a seizure or heart attack, etc., behind the wheel.

"But we can also appreciate the difficulty life-time truck drivers have when facing the prospect of not being able to do the only job they've ever known," added Ciach.

Once drivers come to terms with downgraded licences and understand the seriousness of their physical condition, but are still confident they can continue to do their job well, they have the option of applying for a waiver.

Packages of information are then sent to drivers which include a "request to the physician" asking for comments and confirmation of their condition. These packages also include medical certificates which must be filled out by a specialist.

The onus is on the specialist to determine whether the driver's condition will interfere with job performance.

Upon receipt of the medical certificate signed by the specialist, MTC arranges an interview with the driver in his/her community.

The hour-long interview gets to the facts behind the driver's condition: what brought it on; possible stress circumstances; the driver's understanding of the seriousness of the illness; the implications; whether there's a responsible, confident attitude towards the illness; and more.

Once the interview is completed and a supportive letter from the driver's employer is received, the file is assembled and presented to the Medical Advisory Committee for review.

On the committee is an internist specializing in cardiology, a psychiatrist, and a neurologist. They make a recommendation and pass the entire file on to the Registrar or Deputy Registrar for a final decision.



Under upcoming regulations placards indicating the type of dangerous load being transported must be posted on the vehicle.

Laws to transport dangerous goods

For years truck drivers and motorists have asked: "Why does that tanker say 'dangerous' on it?"

Now Ontario's dangerous goods transportation office is going to help insert the missing pieces in that puzzle.

Nov. 1, 1980 was the beginning. The federal government stepped forward, proclaiming the Transportation of Dangerous Goods Act.

For the first time, legislation classifies all dangerous goods into nine categories and will spell out shippers' and carriers' responsibilities once the final regulation is passed.

Carriers will be responsible for ensuring a vehicle is equipped with the proper emergency documents and bears the proper internationally recognized placards, showing a number unique to the product being shipped.

So, if there's an accident, emergency crews responding to the crisis will know how to deal effectively with the specific dangerous load.

"We have been working with the federal government on this preven-

(continued on page 8)



Under the new amendment truck drivers can apply for a one-year waiver.

vision impairments below the accepted standard.

As the law stands today, drivers in these classifications, except D, must submit a medical report every three years up to age 65 and annually thereafter. If the reports show they can't meet the requirements for their class of licence, their licence is automatically downgraded.

Class A drivers, who have had a heart attack or show positive signs of heart disease, have their licences automatically downgraded to class D or G.

"We can't overemphasize the re-

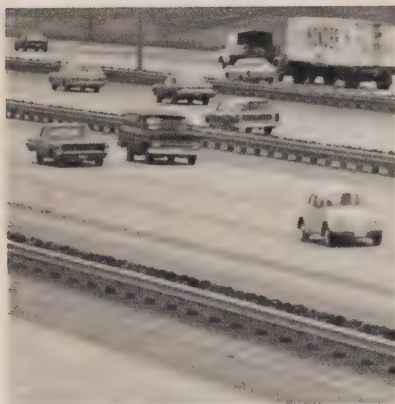
Guiderails made to pack a punch for safer highway motoring in Ont.

By Jan Newington

With Spring's rainy weather on our doorstep highway guiderails are back in business, helping drivers who lose control of their cars on wet, slippery roads.

"Although, there's no strict legal obligation to build guiderails, MTC feels morally obliged to construct them for the protection of Ontario motorists," said Fred Jung, MTC's senior research officer.

Although all four types of guiderails used around the province have



Box beam guiderails are commonly used as median barriers on heavily travelled roadways.

their own individual advantages, "the best is no barrier at all — just a long, sodded strip of at least 10 m wide adjacent to the roadway," said Jung. "But that's far too costly."

The newest and most cost-effective guiderail is the Jersey Concrete Barrier which has many advantages over older types.

Such a concrete barrier measures 825 mm high and 150 mm wide with an expanded curved base. It requires little care because it doesn't bend or crease when struck by a vehicle. Usually, the only visible sign after being hit is tire marks.

It was designed to handle the majority of accidents which occur at about a 10 degree angle. However, like other guiderails, as the angle of impact increases so does the chance of injury or death.

The barrier's solid construction is rigid enough to redirect a small truck hitting at a small angle although there is some chance it may overturn.

"This is preferable to those barriers which a small truck could go through and into opposing traffic, endangering the lives of other motorists," said Jung.



The solid Jersey Concrete Barrier doesn't bend or crease when struck by a vehicle.

Next to the Jersey barrier, the box beam type is the most widely used, particularly because it prevents snow drifts on highways. It measures 735 mm high with 152 mm² beams placed 1.83 m apart.

Because blowing snow goes between the barrier posts, it can't build up. So, it doesn't matter which direction such barriers face, snow can't accumulate.

Unfortunately, when Jersey-type barriers are used in a north-south direction, drifting, blowing snow accumulates against them, because Ontario's most common wind direction is east-west.

The Box and W-steel beam guiderails are used on stretches where high-traffic volume warrants it. Both are commonly used as median barriers. The Box beam has one horizontal beam, whereas the W-steel often has two rippled beams.

Both are designed to redirect a car hitting at an angle up to about 15 degrees. "This may cause minor damage to both the vehicle and guiderail, but prevents cars from passing into the opposite lanes," said Jung.

The fourth type is a cable barrier which gently deflects and redirects vehicles when hit at similar small angles. They have 900 mm high posts and are placed 3.6 m apart with three 13 mm round cables strung from post to post.

On impact this structure allows the vehicle to slowly decelerate because of the friction and break-away wooden posts. They are usually positioned along embankments to prevent vehicles from rolling down slopes.

THIS IS THE LAW

Did you know that

Soliciting a ride while on the roadway, more commonly called hitchhiking, is prohibited on controlled access highways like the 400 series and Queen Elizabeth Way where pedestrians aren't allowed.

If convicted the penalty is a \$20 to \$100 fine.



Al Nield on the job

Shattering myths about drunk driving

Nancy and Ted didn't know.

They had been doing the same thing for years: a couple of cocktails, wine with dinner, a liqueur after dinner, a night cap, then into the car for the drive home.

They believed the old myth — you can learn how to handle liquor.

After the accident, Nancy and Ted found out the human body is physically unable to "learn" how to handle alcohol.

Dispelling such myths about drinking and driving **before** an accident is the job of Addiction Research Foundation (ARF) community consultant, Al Nield. He teaches the perils of drinking and driving to instructors who, in turn, teach driver instructor courses at the province's community colleges.

Nield wants to accomplish two things in his three, six or nine-hour instructors' teaching sessions. He works at increasing their knowledge and has them looking at and improving their attitude toward the problem of drinking and driving.

"Instructors are now required to teach students the proper attitude. But before they can do that, they should look at their own attitudes," he said.

Nield uses three basic pamphlets in his presentations.

The **first**: "Myths about Drinking and Driving" is the accompanying booklet for the film, "Drink, Drive, Rationalize", which shows 10 humorous but convincing sequences about popular misconceptions on the subject.

The **second**: "Alcohol — do you know enough about it?" is their most widely distributed. It's sprinkled with cartoon characters and hard, cold facts.

The **third** unfolds into a full size poster chart: "Coffee, Tea and Me and..." It gives detailed information on the contents and effects of alcohol as well as various drugs, including tranquilizers, cannabis, amphetamines, sedatives and caffeine.

Nield, however, places the greatest emphasis on showing two MTC films entitled: "The Alcohol You" and "No Thanks, I'm Driving" which are part of MTC's award-winning trilogy: "Three for the Road".

Before actually getting into the meat of his course, Nield determines the students' level of knowledge



After drinking all night a big or small person is still too drunk to drive.

about drinking and driving by giving an eight-question pre-test.

They then watch the film "The Alcohol You" which answers each of the eight queries. That leads into discussions on effects of other factors when drinking, such as food, coffee, drugs, how long to wait after drinking before driving, blood/alcohol concentration level, size of a person's physique, and more.

After some practice teaching by the student instructors, Nield shows the second film "No Thanks, I'm Driving." Then he separates the class into small groups to discuss the film.

This is when attitude plays an important role. The discussion brings out good and bad feelings about drinking and driving, and those who see no dangers in doing it.

"This discussion makes them examine their attitudes. It's something instructors have never had to do before. It starts them thinking about changing their attitudes ... there are no easy answers," he explained.

The lesson now comes to an end with Nield going through each of the pamphlets thoroughly and giving a test to measure just how much the instructors have learned.



It's a common misconception that a few cups of coffee is all it takes to sober up.



Critical care attendant administering treatment to trauma patient.

799... we're four and a half miles back, landing in two and a half minutes. Is the area secure?

... 365... to 799... yes the area is secure."

Steve Monroe, chief pilot of Ontario Ministry of Health's air ambulance helicopter Bandage 1 prepares to land at Orillia.

A land ambulance is waiting to pick up a patient with a broken back for transfer to the spinal cord injury unit in Toronto's Sunnybrook Hospital.

Bandage 1 staff is on call 24 hours a day to transport many such critical cases.

Time can be a killer when it comes to emergency care of the critically ill or injured.

Five minutes delay in getting a patient to a proper intensive care unit can make the difference between life and death.

Bandage 1, a twin-engine Bell 212 helicopter, provides Ontario with the fastest means of transporting patients who need continuous

Life and death a matter of time...

Flying to the rescue on

sophisticated medical care. It's modified to carry medical equipment, four operational staff and two stretcher patients.

Chief pilot Steve Monroe recalls one particular rescue incident out of a small community in southern Ontario.

"We sometimes listen to the conversation between the critical care attendants (CCA) and doctor, informing them of the identity and condition of the patient," said Monroe. "This time we weren't listening.

"It was dark. And as I was loading the patient into the helicopter, I looked down and saw what appeared to be a shadow on each side of the victim's neck. They looked like sand bags."

Monroe explained sand bags are often used to immobilize a patient's neck.

"I took a second glance," he said. "They weren't sand bags. It was a section of cedar rail post which had gone through his neck."

The teenage patient was in a car which had apparently gone out of control and smashed into a cedar rail fence.

"One post went through the back window, struck him in the neck, pinning him to the front seat. It should've decapitated him," Monroe said.

Flown to Toronto's Sunnybrook Hospital for treatment "the doctors there were amazed. They'd never seen anything like it before."

The doctors took the post out piece by piece. He recovered with just a scraped larynx that left him speechless for a couple of days.

Since its inception in 1977, Bandage 1 has transported 719 trauma cases, including 360 to the Hospital for Sick Children.

Stationed at Buttonville Airport north of Toronto, Bandage 1's principal service area is 368 km (230 miles) round trip distance to Toronto. And, when called on, it can be in flight in three minutes.

Based on the success of Bandage 1, this year the people of northern Ontario will have a similar air ambulance service as part of the government's new \$15 million health care program for the north.

Sponsored by the Ministries of Health and Northern Affairs, the program involves an air ambulance network: tele-medicine links between small and large hospitals; travelling teams of medical specialists; new equipment; changed rules for patients transported to distant hospitals; and new clinics for smaller communities.

Two helicopters and two planes will be acquired and converted for full-time ambulance use. The helicopters will be based at Sudbury and Thunder Bay with the planes flying out of Timmins and Sioux Lookout.

The helicopters will be used for the shorter hops — moving patients from one hospital to another for urgent reasons, or airlifting the sick and injured from points hard to reach



Dispatcher monitoring all ambulances and providing them with link to hospitals.



Air and land ambulance staff work skillfully

By Terry Di Carlo

all in an air ambulance

or inaccessible by road.

The planes will be used mainly for longer flights — in some cases from an outlying hospital to a more specialized medical centre in the north. Other flights can be carried out to southern Ontario hospitals with specialized facilities unavailable in the north.

Patients utilizing the air ambulance will be covered under OHIP for the cost of their flights between hospitals and the care received en route.

The aircraft will be staffed by specially-trained CCA's, who'll have training in air ambulance evacuation techniques and experience in hospitals taking care of critically ill patients.

Patients and CCA's will be transferred in a sound-proofed, specially-equipped cabin, separate from the flight deck.

Like Bandage 1, the aircraft will be flying intensive care units, meaning hospitals will no longer have to send their own equipment to treat patients in transit.

They'll contain monitoring equipment for heart beat, pulse, respiration, a cardiac monitoring/defibrillator, constant volume ventilators, intravenous pumps, pipeline oxygen, compressed air and suction systems and a separate source for an incubator.

In addition, they'll carry a doplar flow meter used for such things as detecting blood flow and checking blood pressure in a noisy environment. They'll also carry medical anti-

shock trousers which inflate to make the flow of blood stay near vital organs when a patient has lost blood.

A lot of this equipment can't be carried in a land ambulance because of the bumpy ride.

And, unlike land ambulance attendants, the CCA's will be able to do such things as resuscitation procedures, intravenous administration of drugs and application of naso-gastric tubes. Helped by sophisticated equipment and specially trained attendants, staff can carry on continuous treatment of critically ill patients from hospital-to-hospital with minor interruptions.

While it's important to airlift a patient to a hospital quickly for treatment, the skill and care rendered en route is just as critical.

The aircraft will also be equipped with four radio systems — two for navigational purposes, one for ground-to-air ambulance communications and another for air-dispatch and hospital-to-helicopter communications.

The latter incorporates a radio-telephone link connecting hospital personnel to the radio system so patients' conditions can be monitored in-flight and instantly relayed to the receiving hospital.

All this is accomplished through dispatch facilities located in Oak Ridges and Sioux Lookout. The mini-dispatch centre in Sioux Lookout serves the local areas in north-western Ontario while the Concord dispatch centre in Oak Ridges serves the entire province.



Steve Monroe, Chief Pilot of Bandage 1 in the forefront.

Together, they co-ordinate all long-distance and air ambulance transfers.

In addition, the province plans to establish other local dispatch facilities for the northern air ambulances located in Sudbury, Thunder Bay and Timmins.

They will ensure that any emergency here is dealt with to provide the best possible care to the patient.

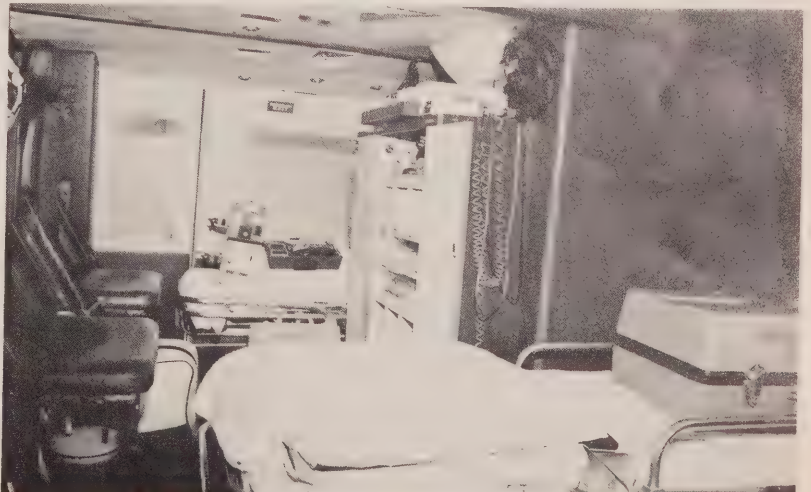
And, in the event of a medical emergency in the air, it will be possible for commercial and private aircraft, as well as air ambulances, to communicate directly with selected dispatch centres and hospitals.

The people who work on Bandage 1 are proud to be part of such a humanitarian service.

"There's no flying like this in the world," Munroe said, because you feel good about yourself when you know you've helped someone."



safely transport critically ill patients.



Interior of air ambulance helicopter equipped with emergency aids.

Safer transit Needs of disabled persons

The Ontario Ministry of Transportation and Communications (MTC) has taken a long hard look at improvements needed for the safer transportation of disabled persons.

Effective Sept. 1, new regulations under the Ontario Highway Traffic Act will introduce safety standards for vehicles transporting those with a disability.

Standards have been set for ramps and power lifts, emergency exits, wheelchair securement devices, occupant restraint assemblies, additional lights, fire equipment, first aid kits and more.

All vehicles used to transport disabled persons by service groups, institutions, commercial and municipal operations will be subject to semi-annual inspections. MTC's safety inspection program will be adjusted to incorporate these vehicle checks.

However, other individuals transporting family members or friends aren't subject to the vehicle inspection.

The new regulations and accompanying standards were developed with the advice of operators, manu-

facturers and physically disabled persons.

Meanwhile, MTC is also working in conjunction with organizations for disabled persons on developing guidelines for training drivers of specialized vehicles.

Besides understanding and trying to meet the distinct needs of these people, the guidelines will cover safe driving practices, handling passengers - particularly those in wheelchairs, various devices to assist passengers and the proper securement of the wheelchair to the van and passenger seatbelts.

"We hope the level of service for disabled persons will be similar to that of other citizens in our communities," said MTC Minister James Snow. "We shouldn't underestimate the importance of public transportation for these people...because it's essential to help them get into the mainstream of society."

Unfortunately, with each community developing its own transportation service for disabled persons it has become a problem for those travelling in more than one municipality.



MTC is working toward meeting the transportation needs of disabled persons.

The government hopes to alleviate this problem by encouraging general acceptance by those registered with a transportation service for disabled persons.

One of the small improvements which has made a big difference for those in wheelchairs are curb cuts. These small ramps joining the road with sidewalks were originally designed for grocery shoppers, to help them take their carts out to their cars.

Now they are being built to meet the needs of disabled persons across the province at a rate of 360 a year as part of an ongoing program to allow disabled persons access in and out of buildings and on or off sidewalks.

Niagara police using propane powered cruisers

Another first for Ontario.

Niagara Regional Police have converted 20 of their 28 new '81 cruisers to propane fuel.

"Like anyone trying something new, we had our reservations about converting. But based on our research, we thought it was worth a try. There have been propane-fuelled police fleets on the road in the United States since 1974," said deputy chief Jim Gayder.



Engine converted for propane fuel.

It was the interest of one man, Staff Sergeant J.V. Stevens, that encouraged the program to get off the ground. On his own time he went to a one-day seminar on alternate fuels, then convinced his superior officers to look into propane conversion.

Terry Robbins, in charge of MTC's "Drive Propane" program, emphasizes that Ontario mechanics cannot convert gasoline-powered engines and carburetor systems to propane unless they have S6A Propane Fitters Certificates. These are obtained after passing Ministry of Consumer and Commercial Relations' fuel safety branch exams.

"It's critical that those converting vehicles to propane are qualified and know what they're doing," he added.

The Niagara Regional force took this precaution, having their own mechanic convert each vehicle.

They've been on the road for just over a month and so far there

haven't been any safety problems. Based on the research they've collected, Gayder's confident the propane vehicles will stand up to the test of time.

"We discovered propane-fuelled vehicles are 53 per cent safer than gasoline-powered vehicles," he said. "They also have heavy steel tanks which don't rupture as easily as gasoline tanks."

"That's on top of research showing conversion enhances the life-time of spark plugs and other engine parts, requires fewer oil changes and there's no loss in power".

As an added bonus, there are hefty tax incentives and half the fuel bill.

Gayder hopes to eventually switch all 140 vehicles in his fleet. And as soon as there are enough converted cars, the force will install their own propane pump.

"We're going to take the next two months to do a study on the vehicles," he added.

SAFETY BRIEFS AROUND THE WORLD

GO
SAFELY

CANADA: Two pregnant pigs disrupted traffic in the Thorold Tunnel while they went for a leisurely stroll. In a pick-up truck en route to St. Catharines, they had kicked out the back gate and rolled onto the road.

U.S.A.: Police stopped the driver of an 18-wheel tractor trailer after he smashed into eight cars, injured four people and slammed through a roadblock only to discover the driver was a 12-year-old-boy.

ENGLAND: After stopping a motorcyclist, a police officer was surprised to see the female passenger wearing a bucket over her head in place of a helmet.

NETHERLANDS: A Dutch and Belgian consortium adapted a costly hydrogen fuel-cell used in Apollo and Gemini space programs to develop fuel-cell cars, trucks and buses. The intent is to combine the hydrogen fuel-cell and a direct current motor to produce more fuel-efficient vehicles.

JAPAN: Drivers are required to meet tough standards and have a speeding alarm in their cars which is triggered whenever they exceed 100 km/h speed limit. It's such a serious offence if a person is killed accidentally by a car that the driver may end up in prison even longer than someone who deliberately kills another person.

U.S.A.: An appeal to keep a prayer for motorists on the North Carolina map was unsuccessful in the U.S. supreme court on the grounds it contravened the First Amendment.

CANADA: Bell telephone will introduce a new direct dial line in Metro Toronto for emergency calls. By dialing 911, a caller can be in touch with the police, fire department or ambulance service.

ENGLAND: By year's end, British Rail's electrically-powered 250 km/h passenger train will be in service between London and Glasgow. Able to take curves 20 to 40 per cent faster than conventional trains, it will be the fastest rail service in the U.K.

Police reveal results of accident study

An increasing number of young people are involved in motor vehicle accidents after drinking and driving, according to a major "Traffic Accident Study" done jointly by the regional police forces of Hamilton-Wentworth, Halton and Niagara.

The four-month study investigated 330 accidents, 90 on the accident sites. A total of 890 persons were involved, leaving 46 dead, 255 with major injuries and 194 with minor aches.

The findings indicated that 39.6 per cent of the accidents examined were alcohol-related.

The study specifically showed underage drinkers involved in one out of every six serious accidents where alcohol was a criteria.

The teenage drinking problem is also a factor in pedestrian accidents particularly for 16 to 19 year olds, who were involved in four out of the seven studied.

In more general terms, young men in that same age group - 16 to 19 years - had a high number of accidents with at-fault drivers.

And this age group was seconded by young men and women in the 20-to-24 bracket.

Another area of concern was the disproportionately high number of motorcycle accidents involving fatalities. Motorcycle defects were a contributing factor in more accidents than in any other type of vehicle.

The study also revealed there are a large number of people driving around without a driver's licence, under suspension or with a cancelled licence.

Other problems dealt with single-car accidents, the mix of large and small vehicles in traffic, seat belts, various vehicle manoeuvres, driver and vehicle condition, visibility and other circumstances.

The key to traffic accident prevention, according to the study, is highly visible traffic enforcement, as well as better driver education and improved driver attitude.



A study done jointly by police forces of Hamilton-Wentworth, Halton and Niagara regions showed a growing number of young people drinking, driving then getting into accidents.

Letter to the Editor

I read Joan Woodrow's article "Drugged Drivers a Growing Concern" (Ontario Traffic Safety, January/February issue) with interest.

Anyone wishing to trust his or her own eyes as to whether there is evidence that marijuana presents a "significant public safety problem" should borrow our half-hour film "The High Way to Die" by contacting our office.

Insurance Bureau of Canada funded the research on which this film was based. Results of the research were received by the Sixth International Conference on alcohol and drugs. I'll be pleased to supply copies of the research papers to any interested parties.

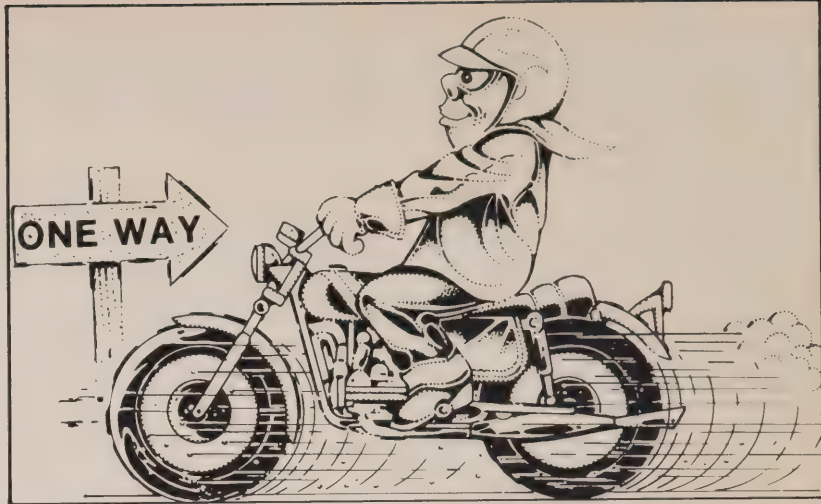
John Cranford
Insurance Bureau of Canada
181 University Avenue
13th Floor
Toronto, Ontario
M5H 3M7

Coming Events

May 1 - 7 — Child Safety Week.
May 2-5 — 13th International Snowmobile Congress, Winnipeg Convention Center, Holiday Inn, Winnipeg, Man.

May 24 - 27 — Ontario Traffic Conference, Holiday Inn, St. Catharines, Ont. For further information contact Annette Easson at (416) 598-4138.

May 31 - June 2 — 1981 National Transportation Week.



I always take this short cut.

Transporting dangerous goods

(continued from page 1)

tative legislation for the last four or five years," said Tony Sharp, manager of the dangerous goods transportation office.

This office plans in conjunction with the Canadian Conference of Motor Transport Administrators (CCMTA), to develop a uniform set of rules and appropriate ways to adopt upcoming federal regulations.

The 10 provinces and two territories will be implementing a uniform, cross-country set of regulations once they have been passed.

Sharp said, "Ontario will enter a signed administrative agreement with the federal government, spelling out exactly what the province will be responsible for."

There is current provincial legislation under regulation 412 of The Highway Traffic Act which governs the transportation of dangerous goods in Ontario.

It reads in part: "While being operated on a highway, every commercial motor vehicle and trailer transporting flammable liquid, flammable solid, corrosive liquid, oxidizing material, compressed gas or poison in a quantity in excess of 1,130 kilograms, including weight of the shipping container, shall bear a sign on the rear and sides thereof containing the word 'dangerous' or where applicable the words 'compressed gas' or 'poison'."

Other provincial legislation comes under the Ministry of Consumer and Commercial Relations in the Gasoline Handling and Energy Act. These will be replaced by the new regulations.

ontario traffic safety

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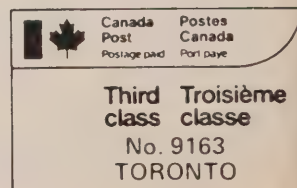
Hon. James Snow, Minister.
H.F. Gilbert, Deputy Minister.

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MAY/JUNE 1981

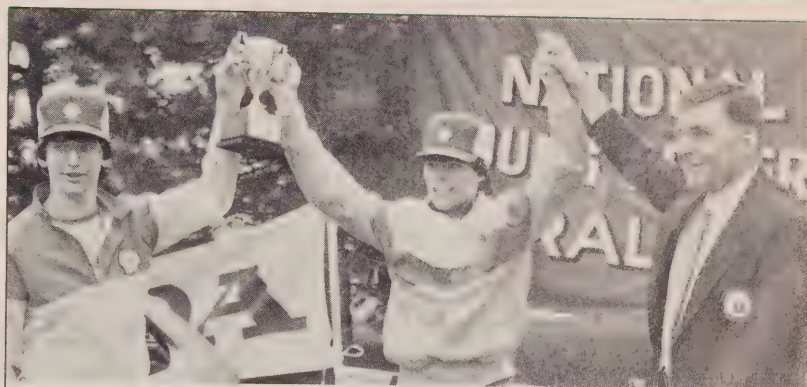
All new drivers now on probation

A probationary licensing system for new drivers and a change in the method of recording demerit points is in effect as of June 1.

"Too many new drivers appear to be demonstrating a lack of respect for traffic laws, resulting in a disproportionately high rate of collisions and convictions," said MTC Minister James Snow.

Now all new drivers, regardless of age, and those who haven't held a valid driver's licence within the previous three years, must complete two, one-year periods free of suspensions before they can obtain a permanent licence.

These drivers are subject to an automatic 30-day suspension upon accumulation of six demerit points.



Steve Langille (centre) and Allan Taylor (left) both of Fredericton, New Brunswick were the big winners of a Honda at the third annual National Young Drivers Rally which was sponsored by Young Drivers of Canada and Canadian Auto

Sports Club. Drivers from across the country participated in the rally designed to encourage good driving skills and knowledge of road safety. Heinz Naumann (right) president of YDC handed out the awards.

Association for driving instructors

Rick Richards is raring to get the newly-formed Professional Driving Instructors Association (PDIA) off the ground.

But not just anyone can join.

Members must be driving instructors who have taken at least one recognized upgrading course. And by law as of June 1, anyone interested in teaching driver education in Ontario must take a Ministry of Transportation and Communications' approved college course.

Present instructors who want to become members, but don't have an upgrading course under their belts, can join under the condition they enroll in one within a year.

And there's another catch.

It is compulsory for each new member to bring in two new members when joining.

As president and founder of PDIA, Richards said: "The organization intends to upgrade and professionalize the driver education industry. We want to be worthy of the public's confidence and trust in our expertise and service."

The logo appropriately reads: "The

symbol of quality driver education."

The association's overall ambition is to promote the guidelines for driving instructors set out by MTC.

And though it's a non-profit organization, members must devote their time to raising the standards of both classroom education and in-car instruction.

Richards said PDIA intends to go province-wide, but is currently planting its roots in Metro.



Driving instructors who have taken one upgrading course can join PDIA.

DRIVER'S LICENCE
PROVINCE OF ONTARIO

PERMIS DE CONDUIRE
PROVINCE DE L'ONTARIO

MINISTRE DE LA TRANSPORTATION ET DES COMMUNICATIONS

DRIVER'S LICENCE NUMBER P9030-40772-90404		SEX M	DATE OF BIRTH 06 08 81	
DATE OF BIRTH 04 04 29	WEIGHT 183	CLASS G	DATE OF EXPIRATION 05 05 81	
DATE 04/04/29	MO 04	YR 81	DATE 05/05/81	

DRIVER'S LICENCE NUMBER AND CLASS
THE ABOVE LICENCE IS VALID FOR THE FOLLOWING CLASSES

SIGNATURE OF LICENSEE
PUBLIC, JOHN, Q
100 ANY STREET
ANYTOWN ONT.
A0B 1C2

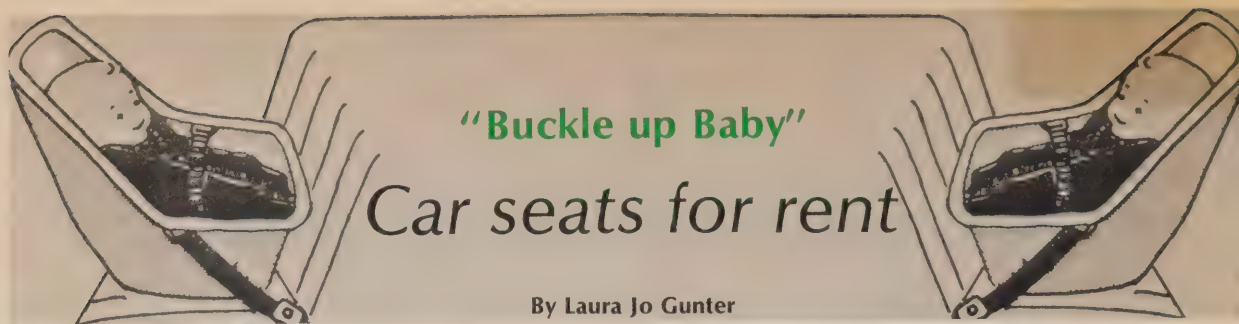
MINISTER, MTC

Probationary driver licences look exactly like a permanent licence.

Once suspended, however, that number drops to zero.

Under the new system drivers with probationary status are also automatically excluded from holding either a school bus driver's class B or licence and a driving instructor's licence.

The recording of demerit points has been changed simultaneously to affect all drivers — including probationary. Now, after conviction of a traffic violation, demerit points are recorded from the date of the offence instead of the date of conviction.



"Buckle up Baby" Car seats for rent

By Laura Jo Gunter

Awhopping 100 per cent of pediatrician Janice McConville's patients are using car seats.

"In a car seat, children are 92 per cent less likely to have serious injuries," said Dr. McConville. "Also, studies show that children accustomed to the seat are generally better behaved in the car."

In Kingston, parents can rent sturdy car seats for infants under 20 pounds through a program called "Buckle up Baby".

The idea started as McConville's project for International Year of the Child.

At first, McConville decided to involve a Kingston hospital's pediatric

department in a campaign to encourage expecting parents to buy car seats for their children.

However, after talking to them, she discovered such seats would be a major expense, therefore a major obstacle in her plan.

Learning that the Michigan State Department of Highways had a car seat rental program, McConville requested information from them and followed their lead in Kingston.

The doctor then asked the Kingston Jaycettes to handle the project. They readily agreed. As a national organization, they had access to resources enabling them to co-ordinate a rental system.

Jaycette Laurel McConnachie is one of two people who rent the seats from their homes. The rental fee is a mere \$7 for an average of six months. McConnachie stated that at present there are 371 car seats rented out. They intend to buy more.

McConnachie said parents are more than happy with the service. This, plus the increasing number of car seats needed, is adding up to a successful program.

McConville attributes some of the success to the access they have to new mothers. Local pediatricians who enjoy early contact with new and prospective mothers can promote "Buckle up Baby" before arrival.

"I'm sure that is why we have done so well. It's important to get the information to parents early, at a time of maximum concern where parents want to be good parents and do everything they can for their baby," added McConville.

Whether it's this earlybird approach, or just the program itself, there is an increase in car seat usage.

According to McConville: "Before the program started, nurses who escorted new mothers down to the cars might see one car seat a month and that would be unusual. Now approximately 40 per cent of new parents are using them."

So, Kingston parents are buckling "down" and buckling "up" baby.



Dr. Janice McConville teaches one of her patients the proper way to secure her four day old daughter in a car seat before taking her home from the hospital.

THIS IS THE LAW

Did you know that

No one is permitted to drive a motor vehicle with persons or property placed in the front seat or driver's seat in such a way that it interferes with the proper management or control of the vehicle.

This offence carries a \$20 to \$100 penalty.



Unit designed to assist in disaster

By Terry Di Carlo

Picture this. Bodies are scattered around the wreckage and the constant cries of pain can be heard.

A bus carrying 45 passengers has collided with a tractor trailer.

The Emergency Support Unit (ESU) races to the scene, with sirens blaring, to join ambulance attendants, police, firefighters and passers-by assisting the injured.

Emergency medical supplies are depleting rapidly. The ESU quickly responds supplying the attendants with stretchers, fracture boards, blankets, pressure dressings — whatever is needed for the injured.

Also acting as a dispatch command post, it provides communication links to hospitals, police and other ambulances.

This is a description of a mock multicasualty accident.

But, it does resemble the involvement of the ESU in the fatal 1979 bus accident on Highway 400 where five students died and 35 were injured.

Last fall, as a result of one of the recommendations of the Ministry of Health's Disaster Committee, 18 ESU's were located across the province to respond to such accidents or any other disasters.

Drew Duncan, manager, Oshawa District Ambulance Service, said the need for ESU's was identified after the Toronto DC-9 air crash in 1978, where there were over 100 injuries.

"Although many ambulances and Ministry of Health personnel arrived



Terry Ried, EMCA, Oshawa and District Ambulance Service responding to an emergency call via the sophisticated radio communications network.

on the scene within minutes, there weren't enough medical supplies to treat casualties," he said.

"Fortunately, Metro Ambulance Services' newly acquired ESU's were on hand with enough medical supplies to promptly treat and evacuate the patients from the disaster site."

This incident identified the need for more effective communications and additional medical supplies in disaster situations.

So, the Ministry elected to combine both of these needs in one vehicle.

Ministry of Health employees Ken Zettler, Doug Arbour and Ron Hickey were asked to design such a vehicle.

At a cost of approximately \$30,000, the unit looks like an ordinary ambulance, but doesn't transport patients.

It contains enough emergency medical supplies to care for 25-30 injured and carries such things as 16 stretchers, 10 back boards, 14 oxygen tanks and many wound bandages. It also carries a portable generator and lights for illuminating a disaster scene.

In addition, it's equipped with a sophisticated radio device that links up to Ministry of Health (MOH) ambulances or administration support vehicles in the vicinity.

The operators of the units are called Emergency Medical Care Assistants (EMCA's) who must follow the procedures outlined in the Disaster Manual.

This 24 hr. ESU service also responds to emergency calls to offer aid until an ambulance arrives.



Emergency Support unit is always equipped and ready for emergency calls.



Emergency medical aids inside ESU.

MOTORCYCLING:

By John Russell

Mention to your friends you're buying a new car, you're likely to get a polite "that's nice" or perhaps, an incredulous: "How can you possibly afford it?"

But, show the brochure on the new 550 motorcycle you're thinking of, and you'll release an emotional torrent you thought was reserved for sex, religion or politics.

Nobody is indifferent to motorcycles.

To some, they're freedom machines, transforming trips to the corner store into sensual adventures. To others, they mean an express ticket to the nearest morgue.

Of course, they aren't necessary either. Yet the fact remains: motorcycles are demanding vehicles. To handle one properly, a rider has to learn a set of complex skills and reactions far different than those required of a motorist or trucker.

And, judging by the success of the

Canada Safety Council's Motorcycle Training Program, that realization is beginning to dawn on more people.

In this province, the Ontario Safety League administers the program and last year taught 2,600 people. Ken Morgan, supervising chief instructor, oversees its operation and standards.

He also runs his own course for the OSL at Downsview air force base nearly every weekend from mid-April to October.

It's ordinarily 20 hours long, but

dealer support is very strong because in small towns the shop owner is more likely to know his client. And simply because it is good business. One dealer doesn't mince words: "A dead customer is no longer a customer."

Morgan's approach is straightforward. "The idea is not only to teach people to ride, but instill the right attitude. What you have to do is try and scare them into believing they're going to have an accident if



The control panel of the Collision-Avoidance Skills Trainer allows the operator to adjust reaction time to the length of the course, control the signal lights and choose the degree of difficulty.



Although it looks like a device for training budding Evel Knievels, this teeter-totter merely simulates uneven road surfaces.

has been shortened to two eight-hour days in Toronto, with a sophisticated slide-show replacing some of the lectures. Over 80 per cent of that time is spent on the 60 motorcycles the program supplies. In fact, students are on the bikes within 10 minutes of their arrival.

A profile of those students holds some surprises. Their average age is 28. Some are in their 40's and 50's. The 16-20 age bracket is under-represented, mostly, Morgan thinks, because there is a "safety is for sissies" ego problem for many teenagers.

But by the age of 25 or 26, Morgan says, "people are kind of big on this living habit they've gotten into, and the course seems like a pretty cheap way of protecting the investment they've got in themselves and their bikes."

Half of the enrollment is attracted by word of mouth. Outside of Toronto,

they don't listen and do what they're told."

The first lesson is on the proper use of both brakes, with students paired up and pushing each other around. Then it's on to how to start bikes, so nobody rides away with the sidestand down or an open choke.

Instruction in the use of the clutch and gearshift leads to slow-speed control through a series of pylons, then a simplified road course to learn traffic behaviour and build confidence.

Once basics are mastered, more sophisticated techniques are introduced. Proper emergency braking is taught in a series of stops from 50 kmph, and cornering techniques stressed, since most single vehicle accidents result from not knowing how to take corners.

For many students, the most enjoyable part comes with a little bit of high technology called the "Collision

s and reactions

Avoidance Skills Trainer", developed through a grant from Transport Canada by the CSC's Peter Fassnacht.

A set of direction lights is placed at the end of a 25-metre course. As riders start off toward them, they drive over a pneumatic pad which sends a pulse to a micro-processor. This in turn controls the lights directing the riders to turn left, right or stop.

"The great thing about it is the complete spontaneity", says Morgan. "Riders don't know when the lights are going to come on, or what they are going to tell them to do." They have no more information than they would if an accident suddenly happened on the road ahead.

Students are told to approach the lights at 40 kmph. But every now and then there are those who think they can beat the system by going slower — thus having more time to react. But micro-processor is programmed to sense speed from the pneumatic pad and adjust its own reaction-time accordingly. So, if they drove up at five kmph they'd be practically on top of the lights before they came on.

The Skills Trainer is the only one of its kind in use in the world. It can be set for six degrees of difficulty, and people on the beginner's course must pass the first three levels. Then there's an advanced course where riders must cope with all six.

This more difficult course was de-



Tires on the course help teach riders to compensate for road irregularities.

signed by Morgan to hone basic riding skills. It enjoys an international reputation — with 50-60 per cent of the enrollment coming from the U.S.

"The record", says Morgan, "belongs to a guy from Indiana who drove 1,125 km each way over a weekend just to take it."

The American interest in both courses reflects the respect with which Canada is regarded internationally for its motorcycle training programs.

Morgan has found that "the attitude toward Canada and motorcycle training and safety is that Canadians are world leaders. We are considered to have the best administered programs, with the most knowledgeable people running some of the most sophisticated training equipment, plus the ability to respond to consumer needs."

Statistics seem to confirm this perception.

Last year the Americans trained

27,000 bikers to Canada's 7,600, not including Quebec. Yet their market is 10 times greater and their budget for motorcycle-training courses an astounding 175 times larger. Moreover, in the U.S., programs are free. In Ontario, fees range from \$45 to \$85.

If students fail the course, as about 25 per cent do, they can take the last quarter of it over again and be re-tested at no extra charge.

Unfortunately, the motorist or trucker who isn't used to looking out for smaller vehicles or thinks of motorcyclists as second-class road users, is still the biggest threat to life and limb.

But the course, in teaching the skills riders need to drive defensively, can go a long way toward solving that problem. With more knowledge, Morgan insists, there's less chance of either you or your freedom machine ending up as a hood ornament on somebody's car.



Cornering techniques are stressed because not knowing how to corner is the cause of most single vehicle accidents.

TIRF meeting emphasizes young drivers

By John Russell

The emphasis was on youth when the Traffic Injury Research Foundation of Canada (TIRF) held their annual meeting in Toronto in May.

Daniel Mayhew, a research associate with TIRF, introduced the topic in his paper, "Young Driver Accidents: The Magnitude of the Problem," by establishing the disproportionately high rate of accident involvement for people between the ages of 15 and 24.

He showed, from a highway safety perspective, that this group represents 19.3 per cent of the total population of Canada, but accounts for 37.6 per cent of traffic deaths, and 39.3 per cent of traffic injuries.

From the point of view of public health, traffic accidents account for 63.1 deaths/100,000 males between the ages of 15 and 19. This figure is three times as great as that for suicide – the second leading cause of death.

Similarly, for females between 15 and 19, their death/100,000 figure is 4.3 times greater than suicide, the second most frequent cause of death.

Mayhew pointed out these statistics



Taking a break from left to right are speakers, Alan C. Donelson, Ph.D., Daniel R. Mayhew, Margaret A. Buhlman and R.A. Warren.

represent a unique convergence of priorities, in that young driver accidents are a top research concern for both highway safety and public health.

Since driver impairment from the use of drugs other than alcohol is more prevalent in young people, Dr. Alan Donelson's paper, "Drugs and Highway Safety: Priorities for the 1980's from a Policy Perspective," continued the theme.

Donelson pointed out since we don't know the nature and extent of this problem, it is difficult to know what action to take. He outlined four

different policy approaches and described what he felt to be their strengths and weaknesses.

Dr. Donelson felt that attempting to protect people from themselves through vehicle and highway design was impractical. He also ruled out any extensive research into the problem before action is taken, on the basis of the enormous cost and the length of time involved.

He proposed that impaired driving be treated as a generic offence, without any reference to what caused the impairment.

Donelson also pointed out better health programs are needed to deal with the personal problems behind drug use, and the real key rests with the individual's sense of social responsibility.

TIRF's director of research, R.A. Warren, made a controversial proposal in his paper, "When Objectives Collide: The Dilemma faced by High School Driver Education."

Warren said that prior to licensing, young people are at low risk because they are always driving under supervision, and intervention is required when a new driver's minimal skills need to be supplemented most – immediately after licensing.

Mayhew also presented "The Quality of Traffic Accident Statistics in Canada" which discussed the poor quality of existing national traffic accident data sources, and argued the need for an increased commitment to interprovincial comparative research.

In discussing the validity of information generalized from fatal accidents, research associate Margaret Buhlman drew a comparison between data available from fatal and non-fatal accidents, especially where alcohol was involved. Based on two studies conducted by TIRF in New Brunswick, her paper was called "How Representative are Driver Fatality Accidents?"

Jumpy pets can startle drivers

Mary and George drive their family to the cottage every weekend in the summer.

There's Ginger the Scottish Terrier, Mitsy the Siamese cat and Prince the big bold Husky. Oh yes, we can't forget Oscar and Judith their Budgie birds and Ralph the Guinea pig.

How do Mary and George fit them all safely in the car?

Well, Mary says they try to fit Ginger and Mitsy in the front seat with her and George. Oscar and Judith are in their cage on the back seat, Ralph's in his cage and

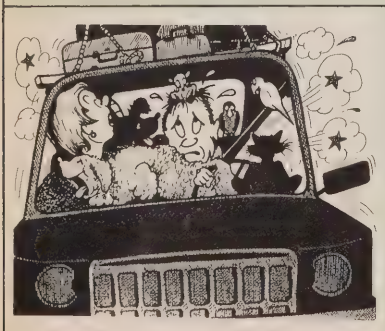
Prince takes up the rest of the space.

George says it's a tight squeeze and a little unruly in the car but they manage.

After all Ginger only climbs from the front to back seat once or twice, Prince can pace only so far in the back seat, Oscar and Judith are no trouble – they just constantly chirp. Then there's Ralph, and George says everyone knows Guinea pigs are easy to take care of.

Fortunately, George and Mary know enough to keep their windows closed so the dogs don't stick their heads out. They also make sure their family isn't left alone in the car, especially with the windows rolled up, on a hot summer day.

But what George and Mary don't know is that it's a dangerous practice to allow pets to roam freely in a vehicle. Not only does this distract and startle the driver, but unexpected movements from undisciplined animals can interfere with the motorist's driving performance.



To work and back on two-wheelers

It's fun, cheap and good exercise. Bicyclists who casually pushed aside their bicycles as merely recreational vehicles are now dusting them off and using them to get around town. Its called pedal-power.

Across Canada, over half of the one million bicycles sold annually are for adults. And today it's not uncommon to see business people commuting to work on their two-wheelers, briefcases securely attached on the back with the summer sun tanning their brows.

Some drivers on heavily travelled streets have taken to wearing a helmet for extra protection. More importantly, all cyclists should follow the rules and regulations of the road to commute safely.

Unfortunately, every year accidents do occur and in 1979 a total of 48 bicyclists died while another 3,198 were injured.

One of the biggest safety hazards is driving the wrong-size bicycle – either too big or too small.

To check, drivers sitting upright on their seats should be able to touch the ground comfortably with the ball



Business people are bicycling to work.

of their foot. This should allow them to reach the pedals and braking controls without difficulty and steer without straining.

Another dangerous practice is driving a bicycle without a head light and rear light or reflector. It's imperative, especially when driving at night or in bad weather when people cannot be clearly discerned at a distance of 500 ft. – which doesn't leave much room for safe cycling.

Also, under the Ontario Highway Traffic Act, cyclists are considered drivers, and as such, are subject to the same restrictions.

To accommodate the growing number of cyclists, many municipalities across the province are constructing bicycle paths.

With the increase there's also been an ncrease in stolen bicycles, so police

NEWS BRIEFS

TO SAFELY

CANADA: Two cars, a motorcycle, and a half-ton truck have crashed through the fence and into the front yard of Judith Osborne's Vancouver home in just two years. She even put up two concrete posts in front of her fence but they were wiped out. The last straw was when she was cleaning up glass from one accident when a car came around the sharp curve, sideswiped three parked cars and crashed into her yard.

There's no place like home?

U.S.A.: In some states, police are using video-radar devices which flash the oncoming vehicles' speed on what resembles an oversized portable television screen big enough for other motorists to see. By pointing a hand-held device at moving vehicles, the screen displays their speed. Usually the embarrassed speeders slow down.

ENGLAND: A police officer noted a fairly new model car wasn't fitted with seat belts and pointed out to the owner this was an offence. The owner replied: "My car broke down last week and I had to cut the seat belts to tow it home."

FRANCE: Children under 10 are prohibited from travelling in the front seat of a vehicle unless there are no back seats.

U.S.A.: Four California aerospace engineers built a \$100,000 prototype of a racing superbike called the Vector. The three-wheeler goes an estimated 100 kmph on person-power and has a computerized speedometer. It should be in full production in 1984 with a \$2,000 price tag.

IRELAND: A less corrosive road salt has been produced by Northern Ireland scientists by adapting a firing treatment. It is 97 per cent pure salt which thaws snow exactly like untreated salt.

U.S.A.: It took 30 years for a Manhattan man and his three sons to design the Rashid Radar Safety Brake which will automatically stop a car before it hits anything – even if the driver's foot is on the gas pedal. A narrow beam continually sweeps up to a distance of 1,000 ft. in front of the vehicle and within a safe distance of striking an object, a small flashing light and warning buzzer are both activated and the gas pedal is disengaged and the brakes applied automatically.

CANADA: Optional propane-powered heavy and medium trucks are in production by Ford Motor Co. of Canada Ltd. Propane engines will also be available in Grenadas and Cougars early in the '82 model year.

strongly suggest owners lock their vehicles when not in use.

Constable Bob Clements of Waterloo Regional Police Force said they have implemented a new system to handle the 3,000 lost or stolen bicycles they end up with each year.

In St. Catharines, police have set up five teams armed with "electric pens" to call on every school to mark students' bicycles with their parents driver's licence numbers.

Then, if the bikes are lost or stolen, they can be returned by checking ownership against the licence number.

The city's fire departments will also mark bicycles on Saturday mornings and local shopkeepers are marking them on purchase.

"We've marked over 20,000 bicycles already since the program began in April. During the first month over one-quarter of bicycles found were returnable," Constable Clements said.

Letter to the Editor

The story, "Police reveal results of accident study" in your March/April issue refers to a major "Traffic Accident Study" done jointly by the Regional Police forces of Hamilton-Wentworth, Halton and Niagara. Actually, the study was done by the Hamilton Automobile Club with the involvement and full co-operation of the three Regional Police departments.

It was the Hamilton Automobile Club which co-ordinated and compiled all the data and prepared the summation of the data. The recommendations and opinions were drafted by H.A.C. and then reviewed with the working committee of the police departments for their further input and amendment.

For this reason, I am somewhat disappointed that despite a tremendous amount of involvement by H.A.C. there was absolutely no reference in your report to their efforts.

Alfred U. Oakie
Executive Vice-President
and General Manager
Hamilton Automobile Club

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Ontario Traffic Safety
MTC
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Information Branch
West Tower, 1st Floor
Downsview, Ontario
M3M 1J8

Coming Events

JULY 1-7 - Safe Boating Week.
JULY 25-31 - Farm Safety Week.
JULY 26-30 - 20th Annual Workshop on Transportation Law, Radisson Burlington Hotel, Burlington, Vt.; telephone (202) 389-6335 or telex 710-822-9589.

AUGUST 16-20 - "The Transportation Revolution", Institute of Transportation Engineers annual conference, Sheraton Boston Hotel, Boston, Massachusetts, Contact (202) 544-8050.



Rolling ... rolling ... rolling down the river.

ontario traffic safety

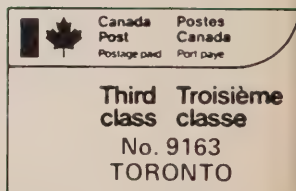
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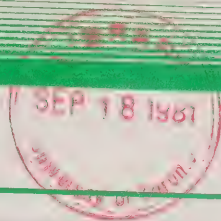
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JULY/AUGUST 1981



Roдео for disabled drivers

A total of 20 participated in the Third Annual Car Roдео for physically disabled drivers at Don Head Secondary School in Richmond Hill.

In addition to a written test there were six driving skill tests.

Many of the vehicles entered were equipped with hand controls and other devices to assist disabled persons to drive safely.

First place winner was David Umbach, seconded by David Fugeman and in third place was Franklin Herrera. Winner of the written test was Thomas Campbell.

The roдео was sponsored by the Ontario Crippled Children's centre with the co-operation of other concerned organizations.

For good news wear seat belts

Wearing seat belts is the law in Ontario. It has been for five years.

Yet to some, it still doesn't matter. Every year accident statistics underline the good news and the bad.

The good news is what happens to those who were wearing seat belts when in an accident; the bad news is what happens to those who weren't.

In 1980, for example, there were 30,206 drivers involved in accidents who weren't wearing installed seat belts. Of those, 370 were killed. Another 8,780 – or 27 per cent – who weren't wearing installed seat belts were injured.

By comparison, of 265,392 drivers who were wearing their seat belts and were involved in accidents, only 143 died. In addition, only 14.4 per cent were injured.

New law secures truck loads on highway

As of Nov. 1, 1981 a new load security regulation will be in force, affecting every commercial motor vehicle or combination of motor vehicles and trailer or trailers carrying a load on the highway.

"It's our hope this regulation will increase highway safety, by eliminating the possibility of accidents due to insecure or shifting loads," said MTC Minister James Snow.

One of the following three options for securing loads is required.

The load must either be contained by the sides; or tied down each three metres (10 feet) of loading or fraction thereof if required; or some other method equally effective must be used.

In addition, the load must be blocked, restrained or contained, so that under normal braking conditions it will not shift.

Under the auspices of the Canadian Conference of Motor Transport Administrators (CCMTA), this new regulation was developed as a model which can be applied across Canada.

"The intent of the legislation is to ensure loads are securely tied to the vehicle under all foreseeable operating conditions. That includes normal driving, evasive manoeuvres and panic stops," said Snow.

There are exceptions provided for vehicles transporting goods of an unusual size, shape or weight, or which must be carried on a special-purpose vehicle or fastened by special methods.

Also, there are specified options to secure loads such as intermodal containerized cargos, metal coils or miscellaneous metal articles.

MTC is preparing a technical bulletin to explain this extensive regulation.



The new load security regulation will affect every commercial motor vehicle carrying a load on the highway.



When diazepam is mixed with alcohol it creates a multiple reaction that can be deadly behind the wheel of a car.

Dose of diazepam meets alcohol head on

Diazepam.

About 15 per cent of Canada's population is taking this drug at any one given time.

That's over 3,600,000 Canadians.

Diazepam is a depressant prescribed by doctors for those suffering from acute anxiety. Although sold under many trade names, the best known is valium.

Under the influence of this tranquilizer patients are supposed to be able to continue on with their daily lives – and that includes driving.

Tests show diazepam is absorbed quickly into the bloodstream and its effects peak, depending on the dose, anywhere from one-half to three hours after taken. Naturally, the higher the dose, the greater the effect.

In Dr. Jane H. Speaker's paper, "General Tranquilizers", she writes of diazepam that "therapeutic doses can impair human performance in complex tests like simulated driving."

Similar results were found by Markku Linnoila and M.H. Mattila of

the University of Helsinki, Finland, in their paper, "Drug Interaction on Psychomotor Skills Related to Driving: Diazepam and Alcohol."

Testing of 200 volunteers showed their co-ordinative skills were impaired after ingesting diazepam. The effects became most apparent one to two hours after it was taken. This timing correlates with the drug's peak concentrations in the bloodstream.

Linnoila in his own paper on "Tranquilizers and Driving" took a firm stand and went so far as to suggest the elimination of accidents, due to legal drugs other than alcohol, could reduce the total number of accidents by 10 to 20 per cent. But he added the effects of a drug on a particular patient are hard to predict.

Not quite in agreement with these results are J. Orr, P. Dussault, C. Chappel, L. Goldberg and G. Reggiani of Pointe-Claire, Quebec.

Their paper to the Satellite Symposium of the 6th International Congress by Pharmacology on Alcohol,

Drugs and Driving, stated their tests showed that, although diazepam impairs a person's motor function, it doesn't impair the decision-making process.

Using three different doses of diazepam, results of two tests indicated there was a small body sway after taking the drug, particularly with closed eyes. However, diazepam didn't cause the error rates to rise.

Medical consultant Dr. Sally Saunders of the Addiction Research Foundation explained that, "most people taking small amounts of valium don't have a problem driving. Commonly, it's prescribed in two to five mg. doses three times daily or 'take as needed'. More serious cases require a 10 mg. dose, and in rare instances up to 20 mg."

But when mixed with alcohol, this tranquilizer can become deadly.

Saunders explained that valium and alcohol belong to the same group of depressant drugs. "If you mix two or more from the same group, you create a multiple reaction. Instead of getting a reaction like one-and-one equals two, it's more like one-and-one equals four."

Linnoila wrote that 55 per cent of patients who use prescribed tranquilizers use alcohol simultaneously to help alleviate their depression.

In another paper by Linnoila, I. Saario and M. Maki entitled, "Effect of Treatment with Diazepam or Lithium and Alcohol on Psychomotor Skills Related to Driving", results of testing showed alcohol and diazepam compound each other's harmful effects.

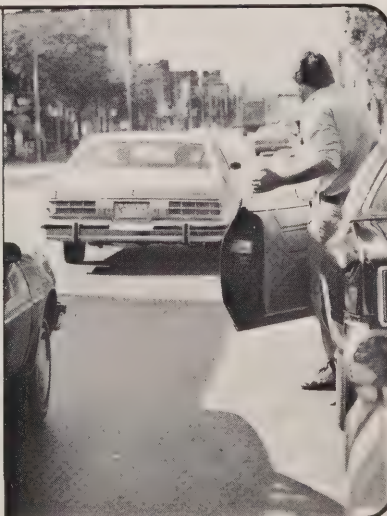
"Together they had a very deleterious effect on psychomotor skills related to driving." The higher the concentration of this mixture in the bloodstream the greater the co-ordination impairment.

THIS IS THE LAW

Did you know that

No one is permitted to open a motor vehicle door on a highway without first taking precautions to ensure the action will not interfere with moving traffic or endanger another person or vehicle.

This offence carries a \$20 to \$100 fine.



Lou Iacovino has a home grown approach to driver examination

Strip away the warm refreshing smile, pleasant manner and friendly handshake and Lou Iacovino owns a tough, decisive character.

As a driver examiner at MTC's Downsview centre, he's no pushover.

That's why he's in charge of handling some of the centre's difficult, irate complainants, and re-testing them.

"To be a good driver examiner, patience is essential," said Iacovino. "It's important we treat people the way we would like to be treated in a difficult situation."

"As examiners, we must be calm yet outgoing so we can help put nervous applicants at ease. Naturally, we have to be willing to help others and be observant. Equally important, we must be able to evaluate a situation and arrive at a decision . . . a correct decision . . . quickly," he emphasized.

That's Iacovino's home grown approach after four years on the job. He puts these qualities to work especially when dealing with distraught applicants.

"I had one person come in here crying, yelling and screaming. I sat her down in the office and got her a glass of water. After five minutes, she had calmed down."

"We started talking and I tried to find out the exact problem. We went through each part of her score sheet together and I explained it all to her. She then understood why she failed her test."

Iacovino said people taking road tests are generally nervous and concentrate mainly on their vehicle, often missing things going on around them. The examiner on the other hand must be observant and views the test differently.

"And there are those who just don't think it's fair they failed because they practiced so long and hard for their licence. They feel entitled to it."

Until the centre's recent switch to four-day week, Iacovino was handling 16 road tests daily. Longer working days now require 20.

Surprisingly enough, this 28-year-old said: "For me a day here isn't emotionally exhausting. Sure, once in a while I feel like I've had enough, but we all get those days. I don't have ulcers . . . and I'm relaxed on the job."

That's despite getting into some very dangerous situations while road

testing. He related one from his early days working out of Toronto's Hallam St. centre.

The applicant he was testing was on his final manoeuvre. He only had to back up his vehicle correctly into a parking spot to pass. Unfortunately, it seemed he got the accelerator and brake confused and slammed on the accelerator. In reverse, the car side-swiped another parked car, hurdled the curb and landed in a backyard.

He said that's just one of many accidents. For instance, he was out on a road test with another applicant he directed to make a left turn at the approaching intersection.

There was an advance green signal which had changed to constant green before she entered the intersection. She decided there was still enough time to make her left. A car heading through the intersection hit the back end of the vehicle.

Under these circumstances Iacovino takes over. "New drivers are unaware of what to do in an accident and they're pretty shaken up. So, I won't leave them stranded," he said.

Of course, if an accident occurs on a road test it's an automatic failure. Or if the applicant drives dangerously, creates a dangerous situation, violates the law, should an examiner need to warn the driver, or stop him/her before causing an accident, it's an automatic failure.

As senior examiner, recently as acting supervisor, Iacovino is qualified to do all types of road tests,



Before testing a driver applicant Lou Iacovino takes down the vehicle's licence plate number.

including motorcycle and driver instructor tests which he stresses require more skill.

But just how did a graduate with a Bachelor of Science degree, majoring in environmental geography from the University of Toronto, end up as a driver examiner?

"I finished university during government cutbacks and couldn't get a job with the Ministry of Environment in my field of study. I wanted to get married, so I took a contract job with MTC at their Queen's Park garage. Then I saw the opening for a driver examiner, and I landed the job," he explained.

And from the first day on the job he's been taking related courses in an effort to learn as much as he can, as quickly as he can, and looks forward to a fulfilling career in the administration end of driver examination.

And he does it all with a smile.



Examiners must be calm yet outgoing to help put nervous applicants at ease.

Working behind the scenes . . .

Team investigates and

By Terry Di Carlo

Why did six people die in a motor vehicle accident in the spring of 1979 – even though they were wearing their seat belts?

And, why are there continual recalls for defective parts on some motor vehicles?

Using lengthy research and investigation, the University of Western Ontario Multi-Disciplinary Accident Research Team (MDAI) tries to find the answers.

Organized and funded by Transport Canada, the team investigates selected accidents to record important data concerning vehicles, occupants and roadway systems. In addition, it recommends improvements for the Canadian Motor Vehicle Safety Standards (CMVSS) or the possible need of new standards.

Professor E.S. Nowak, Faculty of Engineering Science at Western, is the co-ordinator of the MDAI research team. He's assisted by two full-time field investigators, Dr. Alan German and Zygmunt M. Gorski. Summer students are hired to assist in the defect investigations.

Finally, to assist in the analysis of specific studies and making recommendations, they have an advisory panel of experts which includes physicians, police officers, engineers, lawyers and scientists.

Dr. Robert Green, a provincial cor-

oner and professor of medicine at Western, for example, is their senior medical consultant. Green advises the team on the type of injuries resulting from motor vehicle accidents.

The team has been working together with the London City Police and the Ontario Provincial Police since 1974.

Investigations are aimed not at determining who was right or wrong, but at why the accident occurred.

"To do this, we will evaluate and study motor vehicle collisions and conduct investigations of alleged safety-related motor vehicle defects," said Nowak.

Investigations are mostly done after the fact, although they do respond to some accidents on the scene.

They try to reconstruct the scene of the accident by carefully examining the basic elements, such as human, vehicle and environmental factors, using pre-crash, crash and post-crash phases.

Drivers and passengers are contacted as soon as possible after an accident and interviewed while it's still clear in their minds.

"In the pre-crash, we try to find out what frame of mind the driver or occupant was in just prior to the crash. Similarly, what they were observing during the crash itself.

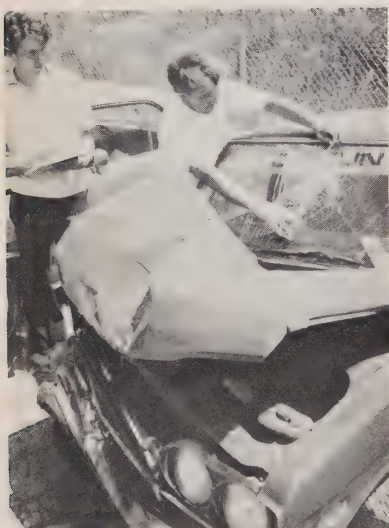
"And finally, the post-crash. What



Professor Edwin Nowak explains how pieces of a vehicle involved in an accident are examined.



The DOT number for all tire failures is recorded.



Careful calculations identify the occupant's point of contact with the vehicle.



Dr. Alan German measures the crushed-in passenger side of a vehicle to determine the potential injury.

evaluates *accidents*

did they remember? How are some of their injuries responding to treatment? This is what we refer to as the human element," Nowak said.

The three phases are also used to study the vehicles. If, for example, the team is interested in researching defects, the history of the vehicle is recorded.

The team wants to know if the vehicle had a regular maintenance check and looks for such things as the last time the tires were inspected.

In addition, did the drivers or owners make it a habit of taking care of their vehicles.

"If we have a broken part of a vehicle after a crash, we ask ourselves whether it failed as a result of the crash or was it the cause? Could it have been a manufacturer's defect?" Nowak said.

As facts and data are collected, they are fed into a computer that reconstructs the accident scene. The computer assists by giving the team an idea of what speeds the vehicles involved were travelling prior to the collision and their direction of travel.

The team then prepares a report on their findings and submits it to Transport Canada.

It is then edited to preserve the anonymity of those studied, and to remove any identifying features concerning the location of the collisions investigated.

"The information we collect is strictly for data purposes. It's not to assist people to fight liability cases," emphasized Nowak.

"All we're concerned with is trying to determine what caused an accident. This information can then be used to propose measures which will prevent similar accidents in the future. That's our aim, strictly research."

MDAI reports contributed in the recent recall of the Firestone 500 tires. And, a recent investigation on seat belts in school buses suggested it was not feasible to install seat belts in school buses, but rather improve the interiors to minimize injuries.

Currently the team is conducting a study of collisions involving light trucks and vans. The data from this study is stored in a computer at the University of New Brunswick where it is available for analysis by the team and Transport Canada.

There are nine other such Multi-Disciplinary Accident Research Teams in Canada. All perform similar investigations with the emphasis on different aspects of accidents.

The University of Manitoba's Dr. W. Mulligan, for example, is a medical doctor and, therefore, his research area is in the medical-injury field. He concentrates on injuries and the type of medical care people receive when they're being transported from accident scenes to hospital.

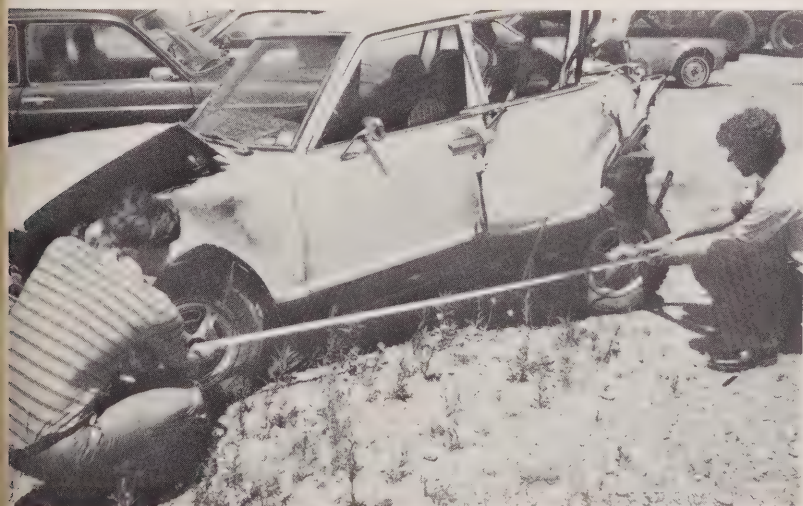
Periodically, the teams meet to exchange information.



Skid marks are recorded in a grid pattern and a scale diagram is drawn to reproduce the vehicle's movements.



Every damaged vehicle is carefully examined inside and out.



The wheel base of a damaged vehicle is measured by summer students, Zygmont Gorski and Lidzbarski.



Data is collected from skids to assess the extent of damage to vehicles.

Seat belts attract worldwide interest

Highway deaths and injuries add up to serious medical problems which could be curbed by the mandatory use of occupant restraints.

That was the message at the International Symposium on Occupant Restraint in Toronto.

Sponsored jointly by the Ontario Ministries of Transportation and Communications, and Health, and the American Association for Automotive Medicine (AAAM), it attracted some 300 worldwide delegates.

There were over 20 presentations by medical and safety experts, varying from G.M. Mackay, DSC, Department of Transportation, University of Birmingham, England, who spoke on "Seat Belts in Europe" to an innovative new program for mandatory child restraints by Gene Roberts, Commissioner of Safety, Nashville, Tenn.

Hosted by AAAM president Dr. Robert N. Green, an associate professor of medicine at the University of Western Ontario and a provincial coroner, five major areas of concern were stressed: medicine and social perspectives of occupant restraint; seat belt effectiveness; mandatory seat belt laws and enforcement; automatic restraints; special needs of infants, children and the handicapped.

In MTC Minister James Snow's banquet address, he pointed out that a "joint Ministry of Health and Transportation and Communications study indicated costs of active treatment for accident victims had decreased dramatically since the introduction of mandatory seat belt use."

The closing address by Richard Austin, Michigan Secretary of State, stressed his desire to introduce mandatory seat belts in that state, and his belief in their effectiveness despite difficulty in attempting to legislate their use.

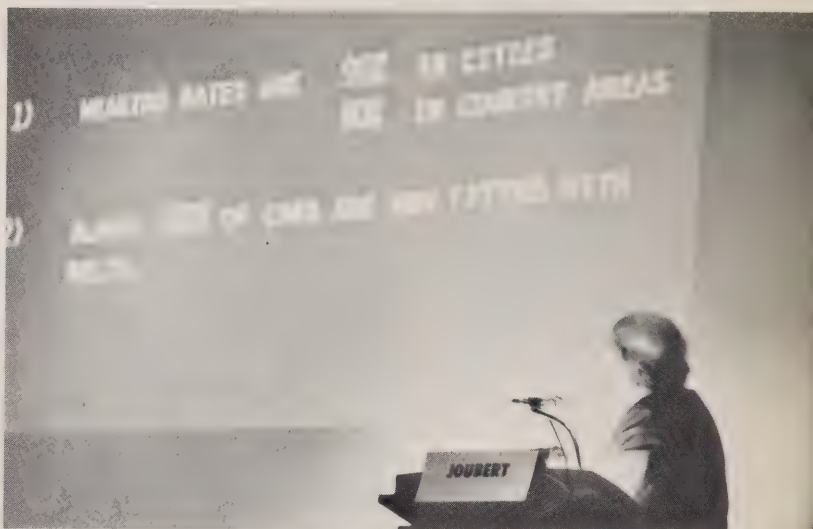
The hotel's lower lobby looked like an art gallery of seat belt posters from every corner of the world. Each depicted the same message: "Buckle up", using a wide spectrum of commercial imagination.

It was generally agreed the symposium was a successful exchange of information and programs.

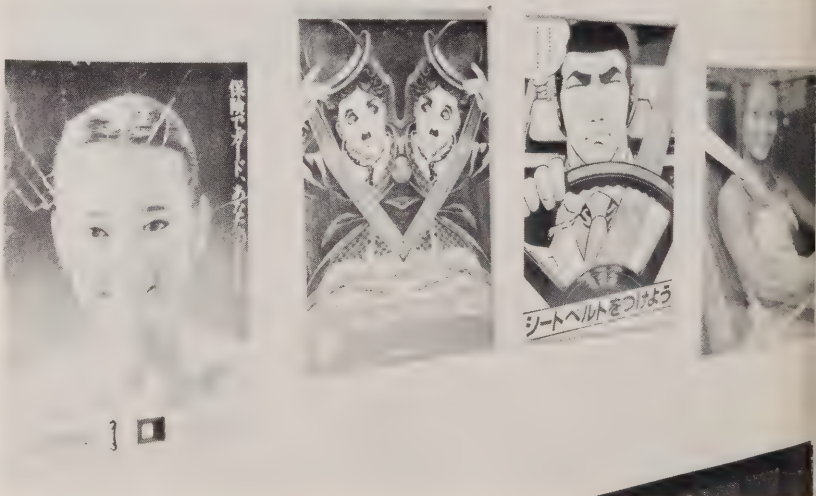
Copies of the proceedings are available for \$25 from the AAAM, P.O. Box 222, Morton Grove, Ill., 60053, U.S.A.



In MTC Minister James Snow's address he indicated medical costs decreased dramatically after the introduction of mandatory seat belt use.



Peter N. Joubert of the University of Melbourne, Australia spoke on the "Development and Effects of Seat Belt Laws in Australia".



A gallery of seat belt posters from around the world stressed the same message: "Buckle up".

SAFETY BRIEFS AROUND THE WORLD



U.S.A.: Police in Pennsylvania's Silver Spring Township use their own home-made radar guns. Black pistol-like hair dryers with cardboard tube extensions are aimed at passing speeding motorists. It works like a charm . . . slowing them down.

CANADA: After spending a year and \$2,000 Michel Deal developed an automatic transmission for bicycles. The bicycle changes gear automatically when the pressure of the rider's foot is within a limited pedalling arc. A big help when going up a hill or coming to a stop. Production is planned for August.

EAST GERMANY: A pair of glasses has been developed for train engineers which will bring their train to an automatic standstill if the driver falls asleep. There is an electronic beam in the glasses which is regularly broken by blinking. When blinking ceases, a small alarm is triggered which halts the train. Currently, drivers must pump a foot pedal continually to show they are awake.

U.S.A.: The Institution of Highway Engineers has presented its first road safety award for the design of a pedestrian barrier called Visirail. Douglas L. Stewart constructed it with infill bars in a manner that children and pedestrians can be seen behind it at all times.

CANADA: Mandatory seat belt legislation has been passed in Newfoundland but there will be a one-year, \$50,000 education program before it goes into effect. A Transport Canada survey showed 91 per cent of Newfoundlanders favored their use.

U.S.A.: Over twice as many men as women were involved in motor vehicle accidents in 1979 according to a U.S. National Safety Council report. It indicated men drive in riskier situations and women tend to drive more defensively because they often have children in the vehicle. Men travelled twice the rate per billion miles than women.

A safer ride with new school bus seats

By Laura Jo Gunter

A school bus comes to a sudden stop.

Children slide forward against the back of the seat in front. Within seconds they tumble over it sustaining serious injuries.

The children in this accident were riding in a bus with improperly padded seats which were too low.

Recognizing this defect, Transport Canada implemented new seat design standards for school buses last September. The 1982 models will be fitted with new seats.

"School buses have always been the safest vehicles on the road," said Transport Canada's Adel Nassim of crashworthiness engineering. "Now they're even safer."

According to Nassim, two major safety improvements were minimum height and padding requirements.

"School bus seats are now required to have a 24-inch back, measuring from the seat cushion to the top," said Nassim. "Before the amendments, the ordinary seat was only about 18 inches high."

To further ensure safety, padding is required to be thick enough to absorb the impact of a child's body during a collision. That amount is dependent on the material used.

As recently as the early 1970's,

only the front of each seat was padded. An additional danger was a steel bar running across the top of the back of each seat.

"Because of this, an accident may have resulted in facial injuries, particularly to the teeth and cheek bones," said Stan Watkins a standards officer with Transport Canada.

"Previously the law read that the seats had to have 'adequate padding' " added Nassim. "Now the standards specify what adequate padding is."

Tests in Canada and the U.S. determined the safest seat design.

Testing seat heights showed the higher the seats the better, as far as

collision safety was concerned. However, even here there was a potential problem.

"If the seats are too high," said bus driver Roy Rumble, "I can't see the kids. With the seats a bit lower, I can keep an eye on them."

Watkins agreed. "The height of 24 inches was determined after impact tests were done for safety. At the same time the ability of a driver to see the children on the bus was an important consideration."

Height and padding improvements are but two of the improved features in school bus seats. Others, such as strong, flexible frames, have been added.



These 18-inch high seats have little padding and a back steel bar.



This 1982 bus has 24-inch high seats with thicker all-round padding.



"Hey, wait a minute . . . who's driving?"

Good vision makes the difference

Ninety per cent of driver reaction is dependent on vision, according to Dr. John Wylie author of the research paper: "Vision and Driving."

Good visual perception is the most important factor when driving, determining how clearly motorists or truckers can see, discerning detail, and distinguishing objects and shapes.

The sharper the vision the easier it is to perceive the movements of other motorists and pedestrians on the road.

But it's night driving when vision is already decreased that visual perception plays a particularly important part in driving safely. It helps drivers determine whether the road is icy or just wet and helps them pick out road bumps to avoid.

And, according to Wylie, adjusting to the dark is slower for people between the ages of 50 and 59 than for those between 20 and 29. Focusing power also decreases with age.

Another important aspect is depth perception. This is essential to accurately judge stopping distances between your vehicle and the one in front; and the position of other vehicles when passing. It also helps determine the speed of other vehicles.

Peripheral field of vision is equally important because it monitors the actions of cars and pedestrians not directly in front.

One major shortcoming is the faster one travels, the narrower the field of vision.

Coming Events

September 14-17 – The 1981 Roads and Transportation Association of Canada (RTAC) Annual Conference to be held at the Winnipeg Convention Centre and Holiday Inn. For further information call (613) 521-4052 or telex 053-3334.

September 26 – Driving instructor training course to be held at Centennial College of Applied Arts and Technology, East York campus. For further information call (416) 252-6451.



Visual perception plays an important part in night driving when vision is already decreased.

ontario traffic safety

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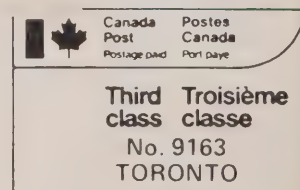
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Ontario Traffic Safety



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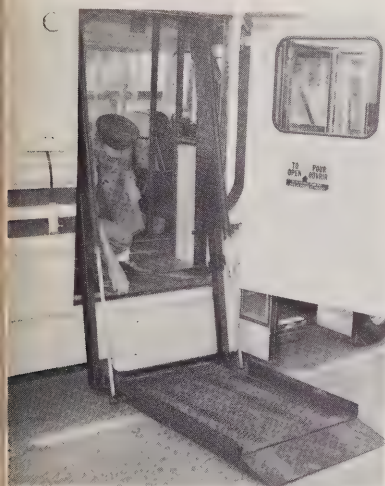


DEC 2 1981

SEPTEMBER/OCTOBER 1981

Inspections a must for vehicles transporting disabled persons

All vans and buses offering a transportation service to physically disabled persons are subject to mandatory vehicle safety inspections



Six-month inspections now mandatory.

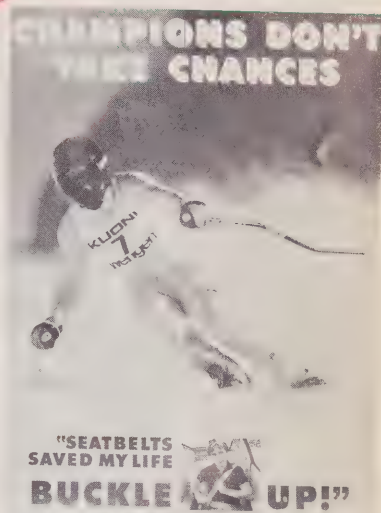
every six months as of Sept. 1, 1981.

By Jan. 1, 1982 all such vehicles must have a bus safety inspection sticker affixed to their windshield.

Although these vehicles must meet the safety requirements of the general bus inspection regulation, they must undergo additional inspection to ensure they meet specially designed equipment regulations also introduced Sept. 1.

Some items unique to this type of vehicle which require inspection include wheelchair securement devices to make certain they're undamaged, occupant restraint assemblies, ramps, powerlifts and prescribed lighting. Also no fixed obstructions blocking access to the emergency exit will be permitted.

For added safety, all items to protect passengers from sharp edges or corners as outlined in the equipment standards regulation are inspected for wear and damage.



Podborski escaped serious injuries in head-on crash.

Crash survivor

Survival.

It's not something many people take lightly. Including Canadian world-class downhill skier Steve Podborski who survived a serious head-on crash last winter.

He's convinced he escaped serious injuries because he was wearing his seat belt. As a result, he has been eagerly promoting seat belt use in Ontario through radio spots and a poster.

Podborski's efforts were part of a \$100,000 seat belt public education program which began Sept. 8 to remind motorists to buckle up. Jointly sponsored by Ministries of Health and Attorney General, MTC contributed \$80,000.

This renewed effort to get Ontario motorists to take the seat belt law and its benefits seriously, was underlined by the results of the MTC seat belt survey released in September.

Drivers in eastern Ontario were found to have the highest wearing rate at 67.8 per cent with the lowest in northwestern Ontario at 44.8.

New AAMVA Region I president

MTC's Assistant Deputy Minister, Safety and Regulation, Mark Laratt-Smith, was elected Region I president of the American Association of Motor Vehicle Administrators (AAMVA).

Here, Laratt-Smith is presented the official gavel by last year's regional president, Robert Thompson, District of Columbia at the region's 60th annual conference in Washington.

The AAMVA, a voluntary association of administrators from both Canada and the U.S., promotes the development of uniform traffic laws, police enforcement and highway programs across North America.



Battery run six-wheeler

By Laura Jo Gunter

Any energy crisis won't shutdown the Welland Canal — not completely.

Because the St. Lawrence Seaway Authority, using their own power source, operate a fleet of eight, battery-powered vans.

Smaller than conventional gas-powered vans, they measure 1.5 m (five feet) wide and 4.7 m (15½ feet) long, seat two and carry a 6,800 kg (15,000-pound) load. And they scoot on six wheels along St. Catharines' canal roads on mail and maintenance runs.

The energy source for each consists of 16 batteries, 12 of which are towed in a built-in trailer. They have a range of about 28 km before requiring a recharge, though they've gone as far as 43 km.

To recharge, the vans are plugged into a 550 V charging circuit. Although the cord has a ground pin, due to high voltage an extra ground cable was added for safety.

Ensuring the vehicle can't be moved while plugged in, there's a safety switch which controls the ignition. A flashing orange globe on the dash acts as an indicator to any driver.

Once started, even after recharging, the vans are slow to accelerate. Although they can reach 60 km/h, the faster they're driven, the shorter their range.

And, according to Authority vice-president Malcolm Campbell, they are reliable and easy to maintain.

But, are they safe?

"The electric vehicles meet all government standards regular gasoline

vehicles do," said Bill Smith, transport officer for the authority.

This includes seat belts, fire extinguisher, and a metal safety screen behind the driver and passenger for load separation. And because there's considerable vibration when the vans are driven, both rear windows are plexi-glass.

Still, since they are electric-powered, special safety features had to be added — such as a cut-out switch for the motor.

And the speed controller made up of four solenoids, regulates the power flow to the motor.

Smith explained: "If one of the solenoids malfunctions, there's no way to shut the vehicle off. It would just keep running until the battery ran down."

Safety work has also been done on the vans' gas heaters. Initially, while the heaters were operating they filled with gas, which remained there even after the vehicle was shut off.

This gas build up would result in an explosion if the vehicle was started up again. To prevent this, the heater self-purges after the motor is shut off.

Another potential danger is the hydrogen gas build-up in the batteries during the recharging cycle.

To run its own tests, authority technicians charged one battery in an enclosed space for 10 hours.

Said Smith: "The readings taken during the testing were far below the level set by government for explosions or harm to a driver."

One problem that needed attention last winter was small battery-cable fires. Why? Since the amps were too



Electric vans are used by the St. Lawrence Seaway Authority on mail and maintenance runs.

high for the cables' size, they often caught fire.

"They'd only burn for about 10 seconds," Smith said. "No one was hurt and no real damage done. It was just a nuisance because you had to keep shutting the vehicles down."

Heavier cables are solving the problem.

Seven vans were obtained through the Evaluation and Development of Electric Vehicles Program, headed by Transport Canada.

The authority, one of many organizations involved, donated \$50,000 toward the project. They also agreed to be "the users" of the vans.

"We had one of our own," said Campbell, "so, from our experience we suggested improvements, on the seven we received through the program."

One was to install rear windows. Another was to redesign windshields to decrease the number of blind spots.

The cost of each van, manufactured by Marathon Electric Vehicles Inc. Montreal, is \$15,000.

"But, because they have luc-a-bond sandwich (two sheets of aluminum with polyurethane in between) bodies their life expectancy is about 20 years," said Smith. "Steel frames also make them very strong."

Transport Canada has yet to do any standard crash testing on the vehicles, but Smith believes they are quite safe.

He did add, though, they still need improvements to upgrade their speed acceleration, and range if they are to be put into full-scale use.

Will electric vehicles be just another flash in the night? Campbell doesn't think so.

"I really feel they should be seriously considered for use in the future."



Transport officer Bill Smith (foreground) explains the operation of the electric van to reporter Laura Jo Gunter.

It only takes a second . . .

Out of control and into a jackknife

By Terry Di Carlo

Jackknifing is a common concern shared by all in the trucking industry.

Many have the impression jackknifing occurs frequently. Yet a survey conducted by an accident investigation team of the Ministry of Transportation and Communications revealed the opposite.

Over a four-month period, earlier this year, 3640 reported traffic accidents from the Downsview, Burlington, Whitby, Port Credit and Oak Ridges, Ontario Provincial Police detachments were investigated. Only 35 of these accidents were found to

involve a jackknifed vehicle – one per cent of the total number.

Many factors such as weather, the driver, conditions of brakes and tires, and load size and distribution influence jackknifing.

How does jackknifing occur? When either the tractor or trailer of an articulated vehicle begins to swing out of control, the end result is commonly a jackknife.

There are two types of jackknives. The most common, a tractor jackknife, usually results from excessive braking, which causes the tractor wheels to lock and slide. The trailer

then pushes the rear of the tractor sideways so that the cab swings back to collide with the trailer.

The second type is trailer swing. This occurs when the trailer wheels lock then skid, which in turn causes the trailer to swing away from the direction of travel.

Although this rarely results in full jackknife, it can be quite dangerous since the trailer often crosses several lanes hitting whatever is in its way.

In 1976, as a result of MTC's concern with commercial vehicle safety, a research project to study the causes and means of controlling jackknives was undertaken with the assistance of the Transportation Development Agency and Transport Canada. A report was subsequently published in August 1980.

Alan Billing, an MTC, Transport and Vehicle Systems research officer, said four jackknife control devices were tested and all offered some improvement in a jackknife situation.

"We found that a jackknife can occur in little more than a second. The normal reaction time of drivers to a surprise event (sudden change in the traffic pattern, for example) was, on average, two-and-one half seconds," Billing said.

"Given a little more time through the use of these control devices it could allow the driver to react and maybe control the situation."

Of the devices tested, the wheel anti-lock system was the only method successful in preventing a jackknife situation.

The system, a computer module attached to the braking mechanisms of a tractor trailer, checks every wheel as it rotates. On detecting wheel lock-up, the brakes are automatically released then reapplied several times per second. This maintains the directional stability of the vehicle.

The other three devices restrict the articulating motion between the tractor and trailer at the king pin.

Educating the driver in how a jackknife occurs can also contribute towards its prevention.

Chairman of the Ontario Trucking Association's (OTA) safety council Ken Hellawell said a major educational program is being designed aimed at teaching truck-driving techniques which can be used to effectively correct jackknifing.



Weather, condition of brakes and tires, load size and distribution affect jackknifing.

THIS IS THE LAW

Did you know that

Regardless of the posted speed limit, traffic in both directions must stop before reaching a chrome yellow school bus with flashing red lights front and back. Drivers must not proceed until the bus starts to move or the signal lights are no longer on.

Conviction carries a fine up to \$100 and four demerit points.



WARNING: *train coming down the track*

If only you could legislate common sense.

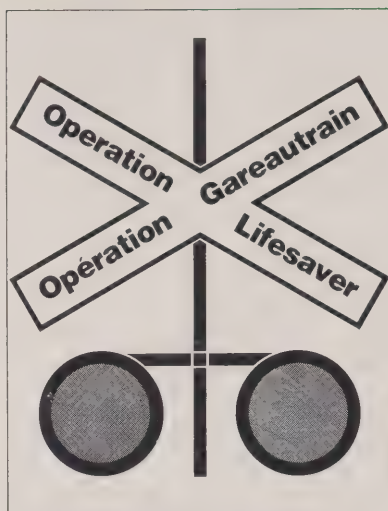
It's a dream often heard from people concerned with safety. But no one says it with more feeling than the men and women who work for the railways.

Because common sense, or the lack of it, is behind almost all deaths or injuries caused in railway accidents. When people get hurt by a train, it's usually nobody's fault but their own.

There are only two occasions when most people have to come into contact with railway tracks – when they're going somewhere on a train, or when the road they're driving or walking along crosses the tracks. Both of these things can be among the safest activities in the world, given that elusive guidance called common sense.

But last year, 28 people were killed and 127 injured in 277 railway crossing accidents in Ontario. And the majority of those accidents occurred at crossings protected by flashing lights or gates.

Phil Strachan, an investigator with Canadian Pacific (CP), wishes he knew why. "The barriers are down, the lights are going, and still they walk in front of a train. I remember the case of a transport truck crashing through the barrier and into the side of a



Logo for new Operation Lifesaver program which began this fall.

freight train. There were no skid marks, and it was a bright, clear day. What was that driver doing?"

What indeed. Yet he was not alone. One of the most remarkable points, made by Strachan and Michael Matthews, manager of Canadian National (CN) public affairs, is that very rarely does a train hit a car. Most car/train accidents happen when someone drives into the **side** of a train.



Most car/train accidents happen when someone drives into the side of a train.

And that can only be through carelessness.

Other accidents, however, happen through sheer recklessness.

"When a train does hit a car," says Strachan, "it's usually because someone has tried to beat the signals and drive around the barriers."

He tells of a common occurrence in the winter time – children putting their tongues on the rails and having them freeze there. "Usually by the time we arrive, they're so excited and panicky the skin has been torn off the tongue. All we can do is warm up the rails to free the children."

For all the hundreds of thousands of dollars the railways spend on fencing and signs, people persist in wandering along trestle bridges and cutting across tracks.

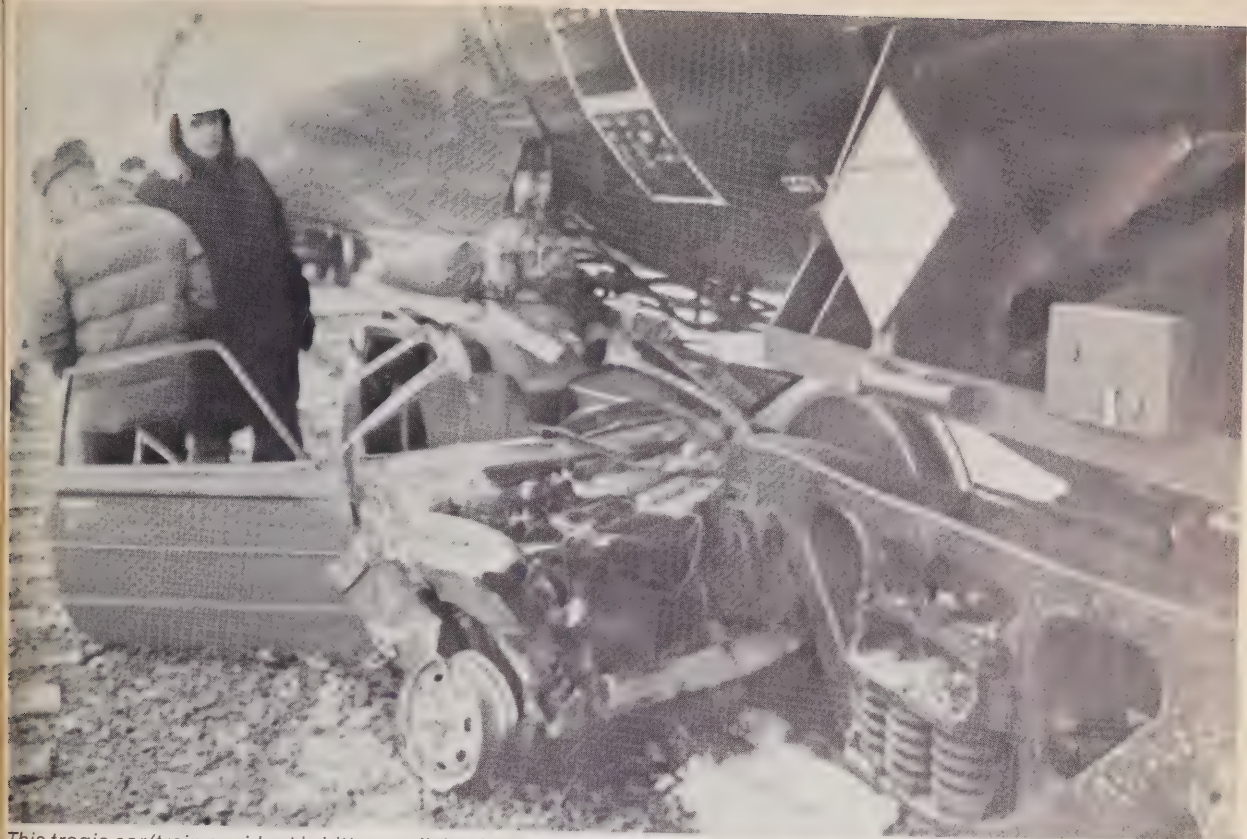
A bridge accident usually gives rise to a public outcry for better fencing. But in most cases, that's a naive and ineffective response. If people want to beat the system, they'll always find ways to do it.

Cutting across the tracks

Paul Thurston, of CP public relations, tells of an incident in Montreal where the shortest path between two areas of the city was across the tracks. "We had a pretty good idea what would happen when we tried to put a fence up, so we called in a local news film crew, just to sit and wait on the first day. Sure enough they got footage of someone actually cutting through the wire mesh. That fence lasted a matter of hours."

Winter brings the special problems of snowmobilers and cross-country skiers. Several years ago a doctor was killed as he marked out a ski trail across the big trestle bridge at the Forks of the Credit. Snowmobilers often drive along the rail lines, or accidentally hit the rails and disable their machines.

But regardless of whether it's a snowmobile, a car, or a person on the track ahead, there's not much a locomotive engineer can do. As the script to a CN slide show says, "Oh, he can pray, or swear. He can blow



This tragic car/train accident is bitter medicine for careless or reckless drivers who don't heed the inherent dangers of crossing railway tracks.

his whistle. But he can't steer around you. And the train can't stop."

When an engineer sees an emergency ahead, it takes about a second for him to react and hit the brakes. The engine's brakes come on first, then the air brakes on each car in turn as the signal is passed back to the last car, which, in a 100 car train, is nearly a mile back.

That takes another 5.4 seconds. It's a further 9 seconds for the pressure in the brake cylinders to build up to the maximum, and the system begins to slow the train.

Emergency ahead

Even at full emergency braking, that train can weigh 9,070.3 tonnes (10,000 tons), and will take another 100 seconds to stop – just over one mile. The only one who can alter a collision course is the person on the track.

Railways do all they can to educate the public, from kindergarten to adulthood, about the dangers of accidents. School visits are an important part of their safety programs, because young people, from the early teens to their twenties, are some of the worst offenders.

According to Strachan, one of the most successful tools he's used in classrooms is a film from War Amputations of Canada, which has extended its facilities to help people who have lost limbs for any reason.

Called "Play Safe," the half-hour movie focuses on child amputees who, in a low-key, matter-of-fact way, talk about their accidents, and how they feel about safety at play.

"It's amazing the effect the film has," says Strachan, "I've used it from grade one through high school, and the impression it makes has to be seen to be believed."

The film is backed up by posters, handouts, games and as many visits as railway personnel can make.

In an effort to reach both children

and adults, "Operation Lifesaver" goes into effect this fall, funded jointly by the Railway Assn. of Canada and Transport Canada, in co-operation with the Canadian Transport Commission and the Canada Safety Council.

It's a three year public education program aimed at prevention – which means eliminating those two major causes of train accidents: carelessness and recklessness.

Public education

Public service announcements, civic presentations, school and driver education programs and the media will all be used to get the message across.

The railways are doing all they can, with fences, signs, and education programs.

But the final responsibility for railway safety lies with the motorist or pedestrian.

As CN's slide show script says, "The only effective protection an individual has from collision with a train is his own alertness and caution."

And common sense.

That's a total of 15.4 seconds before the train begins to stop. At 100 km/h (60 mph), those 15 seconds translate to 411.5 m (1,350 feet), or more than a quarter mile.

Employees learn to drive defensively

By Laura Jo Gunter

The best offence is a good defence. That's what they say.

So, when it comes to driving, defensively is the only way to go.

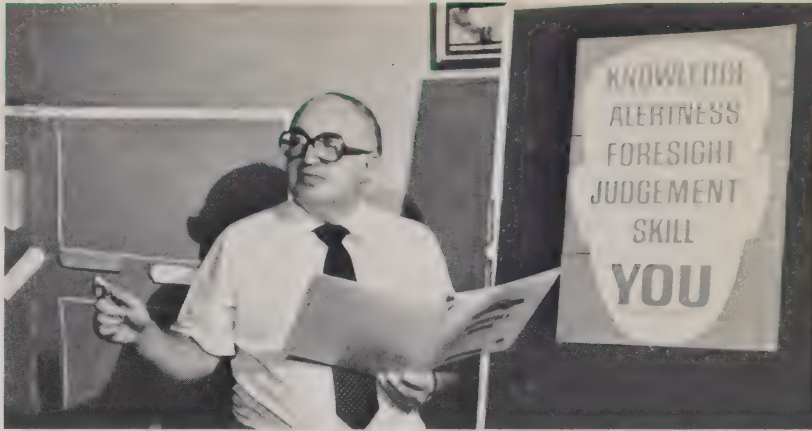
That's why International Harvester Canada (IH), set up its own defensive driving course.

"We wanted to reduce the number of accidents," said Jack Taylor, one of the IH in-house instructors and initiators of the program. "Accident-free employees are happier and more productive because they don't lose time caught up in legal or medical matters."

Offered on a volunteer basis, the course is similar to that offered by the Canada Safety Council in co-operation with the Ontario Safety League (OSL).

It consists of four, two-hour weekly classroom sessions, including written material, flip charts, textbooks, audio visual and film presentations, plus the use of small magnetic "cars" to stage accident situations on a felt board.

"My wife Shirley and I took the course," said John Gaul of the service parts division. "It was enlightening and highlighted safety tips I'd forgotten."



Manager corporate insurance for International Harvester Canada Jack Taylor instructs defensive driving to company employees.

Gaul says interest was generated through audience participation.

"We'd watch a film depicting an accident situation then discuss why we thought it took place. Then the instructor would explain what actually caused the accident."

All IH employees, the three instructors – Jack Taylor from Corporate Insurance, Paul Mecke out of administration services, and Dave Archibald a training supervisor in Mississauga, were trained by the OSL.

"For the course, it's a lot more convenient to have in-house instructors, so we can put it on wherever and whenever we want," said Taylor.

They were chosen because they had good interpersonal skills.

Initially, the course was only for the managerial staff and their families who had access to company, four-wheel drive International Scouts. It was also offered to employees who travelled extensively using company vehicles.

To date, between 350 to 400 have taken training which rotates locations around the Hamilton region.

Taylor says the money spent was well worth it. "Though we've never done a quantitative study, I know both the number and severity of accidents involving IH employees has decreased."

An outgrowth of the program was a course for IH truck drivers. After fleet supervisor Bob Maveety took the in-house course, he asked if a similar one could be provided for his drivers.

The technique for both is identical.

"Only our course dealt with trucks and a more professional level of driving," said Maveety.

Another difference was that Chuck Wright, an instructor who teaches instructors at OSL, was brought in to teach.

Of 32 truck drivers, all took the course.

"I'd say accidents involving IH truckers have decreased by 40 to 50 per cent since our drivers completed the course," said Maveety.

Safety awards are given out for both the trucking and defensive driving course to employees.

Examination centres extend hours

Driver examination centres in southern Ontario between Windsor in the west, Cobourg in the east, Owen Sound in the north and Lake Ontario in the south have extended their hours to meet public demand.

"In keeping with the government's insistence on improved service," Snow said, "these new hours will accommodate those people who can't get to our exam-

ination centres during normal working hours."

Bill Keen, manager of MTC's Central Region drivers and vehicles explained an additional consideration for the extension of hours.

"We realized for some people wanting to take a driver test it would mean a loss of a day's pay. Add to that the cost of renting a driving school vehicle, and taking a road test can be quite an expense for some people. This should make it easier for those who can't afford to take the time off work."

Individual centres have extended their hours at varying times depending on the size of the community and the need.

The following driver examination centres in Ontario now have extended hours: Toronto, Oshawa, Hamilton, Burlington, Niagara Falls, Oakville, Welland, St. Catharines, Brantford, Lindsay, Peterborough, Cobourg, Aurora, Barrie, Cambridge, Chatham, Delhi, Guelph, Kitchener, London, Owen Sound, St. Thomas, Sarnia, Stratford, Windsor and Woodstock.



Some southern Ontario centres are staying open later to meet public need.

NEWS BRIEFS

SAFETY

CANADA: A 62 yr. old Toronto man says it's a miracle he's still alive. After losing control of his station wagon on the Queen Elizabeth Way he spun into another vehicle which in turn forced an 18-metre long tractor trailer to climb over both vehicles and land flat atop his station wagon. One wheel of the trailer stopped short on the passenger seat beside him and he was able to walk away uninjured.

* * *

CHINA: Scientists have discovered that the Younan tree on the southern island of Hainan yields oil similar to diesel oil. Each tree is capable of yielding as much as 110 pounds of oil. Although they are fast disappearing there's still 350,000 cubic feet of this timber on the island.

* * *

CANADA: The first service centre equipped to add a compressed natural gas fuel system to a gasoline or diesel powered car has opened for business in Calgary. A second is due to open in Toronto and a third in Vancouver. At an average cost of \$1,600, consumers can modify their cars to run on natural gas and pay half the price to fill up. Ottawa is willing to dish out \$400 to the first 1,000 who convert to the new system which is expected to last 20 years and can be refitted on another vehicle. Natural gas doesn't explode on impact.

* * *

U.S.A.: Research by the Insurance Institute of Highway Safety has found a substantial drop in young driver deaths in states which have raised their minimum legal drinking age. A total of 14 states have raised the minimum since 1976 and an estimated 380 fewer young drivers have been killed in night time fatal crashes.

* * *

BRITAIN: Parliament has voted in favour of mandatory seat belt legislation for England. The approved proposal specifies that seat belts must be worn by all front-seat occupants except for those granted a special exemption certificate. The package also stipulates use of restraints for children from birth to age 14 who ride in the front seat.

* * *

CANADA: A 19 year old man who sawed off two highway signs worth \$56 in Lindsay, Ontario and then dumped them in his trunk was sentenced to seven days in jail for theft. During sentencing the judge emphasized the deed was more than a mere prank and could have cost a motorist his life.

* * *

U.S.A.: Vehicles strike roadside trees in more than seven per cent of the nation's motor vehicle fatalities, and the number is increasing reported the National Transportation Safety Board. Statistics show 3,280 persons are killed in 2,900 of these accidents. Although the average speed is 50 km/h (31 mph), these fatalities have occurred at speeds as low as 24 km/h (15 mph).

* * *

CANADA: A Montreal industrial engineer has designed a futuristic "GSM taxi". It goes into limited production this fall in preparation for an 18-month testing program in Canada, U.S. and Europe. Sporting wrap-around windows and metre-wide doors the vehicle is four metres long (13 feet), two metres high (6½ feet) and two metres wide. Five passengers can be comfortably seated and it includes a ramp to accommodate one wheel chair and three other passengers. It will be powered by a gasoline engine or a four cylinder diesel engine attached to a heavy duty automatic transmission.

* * *

A few safety tips for elderly drivers

Although many are young at heart, older men and women have had to face facts: They're not as young as they used to be.

They tire more easily, are more sensitive to glare, don't adapt easily to the dark, are slower to react and are not as well co-ordinated. Age has also made them especially vulnerable to severe injury and often they heal slowly.

And that's all due to mother nature.

Of course, the elderly adjust their lifestyle to meet their changing physical demands. For many, it includes adopting new driving habits.

Unfortunately, far too many elderly people die in motor vehicle accidents.

In 1980, 38 drivers between ages 65 and 74 died in accidents on



Elderly drivers should drive less in bad weather and in winter.

Ontario's roads. And another 18 over 75 were killed.

In total, those aged over 65 were involved in more than 13,300 accidents.

So here are a few safety tips for elderly drivers:

- drive fewer miles and less often to remain alert;
- drive less in winter and bad weather;
- drive more slowly;
- drive less at night when glare from headlights can be bothersome;
- drive less in hectic rush-hour traffic.

To throw out an old phrase, these precautions could help the elderly to "be safe - not sorry."

Letter to the Editor

This is regarding the article "Jumpy pets can startle drivers" in the May/June 1981 issue of Ontario Traffic Safety. Are Mary and George also aware that an unrestrained animal in a car during violent deceleration becomes a potential lethal missile?

Fred H. Ellis
Executive Director
Metropolitan Citizens'
Safety Council

Coming Events

October 29, 1981 – Driver Improvement Seminar to be held by the Industrial Accident Prevention Association at the Education Centre. Members \$10. Non-members \$15. For more information call (416) 663-6336.

December 1-7, 1981 – Safe Driving Week.

February 24-26, 1982 – World's First International Bicycle Conference to be held in Amsterdam. For more information contact the Conference Secretariat, Organisatie Bureau Amsterdam B.V. Europaplein 14, 1078 GZ Amsterdam, The Netherlands. Telephone 020-440807 or telex 13499 RAICO NL.

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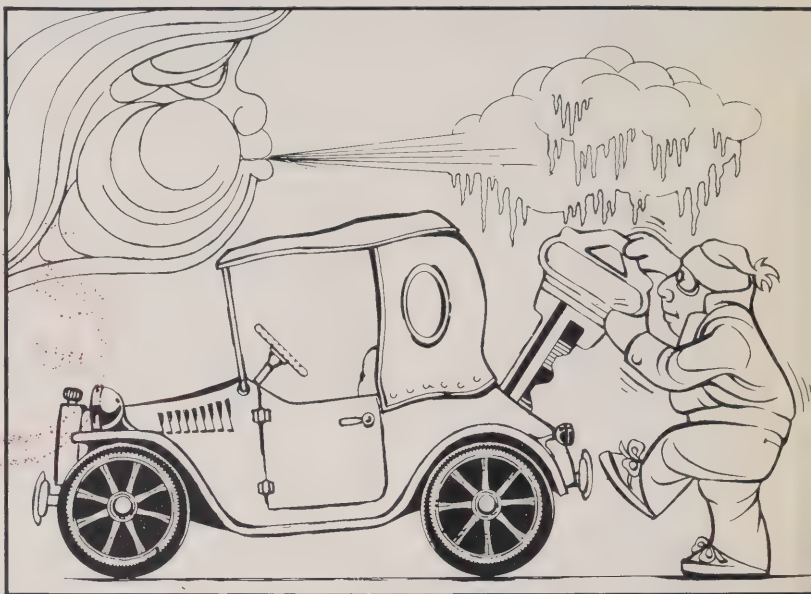
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Prepare for snow

If you intend on using snow tires this winter now is the time to get them on your car. Waiting till the first snow storm may leave you stranded.

With varying temperatures during winter months it's also a good practice to check tire inflation frequently.

For an extra measure of safety it's also suggested that you should not mix two different types of tires, for instance radials with bias-ply.



FORECAST. . . winter ahead. Time to tune-up.

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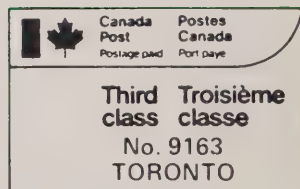
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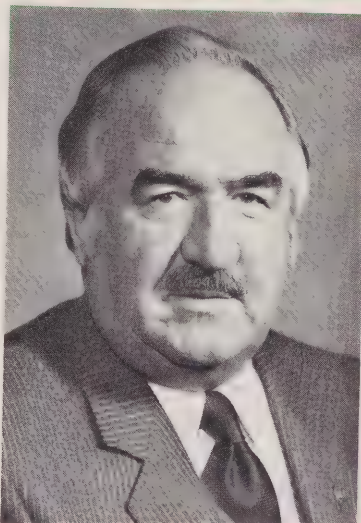
Happy Holiday

Most of us look forward to the Christmas season. It's that special time of year when families, relatives and friends get together to rejoice and create new memories.

Let's make certain our 1981 Christmas memories are happy ones. So, drive carefully and share this Joyous Holiday with your loved ones.

Merry Christmas and Happy New Year.

James Snow
Minister of Transportation
and Communications



Amendments to the Highway Traffic Act

As of November 19, police have been empowered to escort pedestrians found on controlled-access highways to the nearest intersection where they're allowed.

All provisions in Bill 150 which comprised MTC's 1981 fall package of amendments to The Highway Traffic Act were passed in the provincial legislature. Although a few of the provisions have already become law, others are slated for 1982.

Already in effect is an increase in axle-load weight permitted during the spring months for vehicles transporting live poultry. Also, municipal waste-disposal vehicles and public utility emergency vehicles are exempt from spring weight restrictions.

Another amendment is aimed at

Investigation into truck safety

A one-year thorough examination of truck safety in Ontario has been initiated by Minister of Transportation and Communications James Snow.

"There is psychology of fear among motorists who perceive trucks to be

a personal threat to their safety on the road," said Snow. "And this investigation will help determine if these fears are real or a result of heavy media reaction to accidents involving trucks."

The Ontario Commission on Truck Safety is headed by Dr. Robert J. Uffen, professor of geophysics at Queen's University. As a one-man commission, he'll be assisted by a small, informal advisory committee comprised of motorist, police and trucking industry representatives.

The commission will review and make recommendations on all aspects of truck safety, including driver training, classified driver licensing, vehicle inspection, length and configuration, brake standards, tires and maintenance practices. A general review of public and industry expectations will also be undertaken.

Public participation is encouraged at a series of public hearings to be held in various communities around the province. Briefs on truck safety may also be submitted.

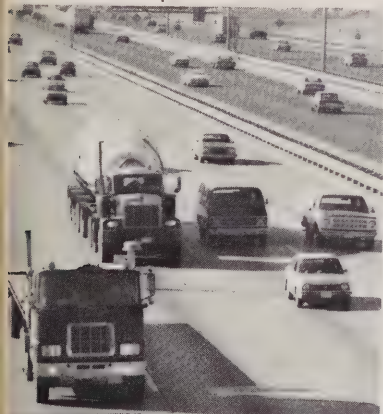


Municipalities will be authorized to deal with drivers who block intersections controlled by signal lights.

authorizing municipalities to deal with the problem of drivers who block intersections controlled by signal lights. It's expected to go into effect April '82.

Although municipalities already have the power to regulate traffic within their jurisdiction, this new amendment will permit municipalities to pass by-laws to prohibit drivers from entering an intersection on a green light unless they're reasonably sure they can clear it before the light turns red.

Drivers making right and left turns are exempt.



The Truck Safety Commission will review and make recommendations on all aspects of truck safety.

Effects of smoking while driving

Since the invention of the automobile, cigarette smokers have been puffing merrily behind the wheel.

So why have West Germans banned smoking while driving a public service vehicle?

And why have Norwegians prohibited motorists from inhaling the weed when driving a vehicle in a built-up area?

And why are the Swedish experts from Missouri?

To top it off, why are the Japanese so concerned about the hazards of smoking and driving, they've fitted their experimental safety car of the future with a warning device triggered when a certain percentage of smoke is detected in the car?

The reasons range from the simple to the complex, but primarily because world-wide studies point the finger at cigarette smoking – branding it a potential hazard when behind the wheel.

The iceberg broke in 1974 when 31-year-old Francis Keegan was found guilty of reckless driving in Preston, England.

While driving, his lit cigarette fell to the floor of his panel van. In an

effort to pick it up, his vehicle veered out of control striking and killing a pedestrian.

But it's the physical and physiological effects of cigarette smoking which bear the brunt of the controversy.

Runny eyes, coughing, grimy deposits on the windshield are just the frosting. So to speak.

A University of Southampton, England, study done by fourth year medical student P. Grout entitled: "Road Accidents: Seat-Belt Use and Attitudes to Seat Belt Legislation and the Drinking Laws in Smoking and Non-Smoking Drivers" states smoking reduces the oxygen supply to the brain, and the retina as well. This in turn reduces the driver or passenger's ability to adapt to the dark.

Cyanide is also found in tobacco smoke. Grout writes exposure may cause atrophy of the optic nerve fibre.

Grout's 1981 study was based on information gathered from 182 drivers injured in road accidents. His statistical analysis showed 62 per cent of night accidents studied involved cigarette smokers in contrast to 20 per cent during the day.

Grout concludes that "cigarette

smoking increases the risk of having an accident at night but doesn't alter the risk during the day."

On the other hand, smoking four cigarettes in a closed car has been reported to decrease visual acuity by 10 to 20 per cent.

In the Autumn 1981 issue of the Quebec Safety League's newsletter, "Signal," the article "Smoking behind the wheel can be fatal" states that "nicotine acts on the nerve cells and high concentrations of nicotine increase reaction time and slow down reflexes. A 20 per cent increase of nicotine in the blood causes drowsiness and provokes headaches."

Similarly, M. Flemming in "Smoking and Driving" in the July/August 1981 issue of the South African traffic safety magazine, "Robot," writes "the longer a person drives and the more tired he becomes, the more he smokes; consequently his perceptual ability deteriorates and, according to British medics, his reactions as well."

Gunnar Johansson and Gunnar Jansson of the psychology department, University of Uppsala, Sweden disagree with these findings.

In their 1964 report, "Smoking and Night Driving" they conclude that "the effect of tobacco smoking on the ability to detect objects on the road is, from a practical point of view, negligible."

Special apparatus to simulate night-glare conditions was developed for this study. Thirty students, 16 male, 14 female, aged 20 to 39, participated. On average, each smoked 10 to 20 cigarettes a day.

In two separate sessions, under controlled conditions, half of each group was instructed to smoke two complete standard cigarettes, inhaling and taking approximately the same length of time per cigarette.

Measurements to check the time participants took to detect and re-detect objects were then done on both those who did and didn't smoke. One minute was allowed for them to adapt to changing light intensity.

The report also cites another study which found its subjects adapted to the dark quicker after smoking. Johansson and Jansson suggest this may be the result of nicotine releasing glycogen into the smoker's system which speeds up the body's ability to adapt to the dark.

So, as it stands, both the research and the controversy continue.



Controversy reigns over whether or not smoking behind the wheel is hazardous.

Up front with front-wheel drive

They're not new.

Front-wheel drive vehicles have been a frontrunner in the European market for at least 35 years, but have only recently "starred" in North America.

With the switch in vehicle construction, drivers should understand their structural and handling differences.

The engine and transmission are combined so they require less room with front-wheel drive, allowing manufacturers to build smaller, lighter, more fuel-efficient vehicles. And there's more room inside the vehicle with the elimination of the drive shaft and rear differential.

Front-wheel drive simply means the front, instead of the rear wheels, are the driving wheels. And they're responsible for steering, accelerating, cornering and stopping the vehicle.

In addition, the front wheels tend to carry much more weight. The entire weight of the engine and drive train unit sits in place over them, adding up to as much as 60 per cent of the vehicle's weight. In rear-wheel drive vehicles, approximately 45 per cent of the weight is situated over the rear wheels, 55 per cent over the front wheels.

There is one major difference between the construction of both types. Rear-wheel drive "pushes" the vehicle whereas front-wheel drive "pulls."

So, to turn a rear-wheel drive vehicle, the front wheels must be in a different direction than the rear

wheels. A change of direction initiated by the front wheels in turn causes the rear wheels, which have the pushing power, to pivot in that direction.

On the other hand, when the power is located in the front wheels, the vehicle is pulled in the direction indicated by the turning of those same front wheels.

Starting traction, particularly in snow, is much improved. Only slight pressure on the gas pedal is necessary. Too much and front wheels will slide sideways nose first.

Naturally, the basic structural differences between front and rear-wheel drive requires the driver handle them differently on slippery roads or during skids.

When handling front-wheel drive, a steady speed should be maintained when cornering. Speeding up or slowing down can cause skidding, especially on slippery roads.

And when stopping on a slippery road, drivers should leave plenty of braking distance and shouldn't attempt to brake and steer at the same time.

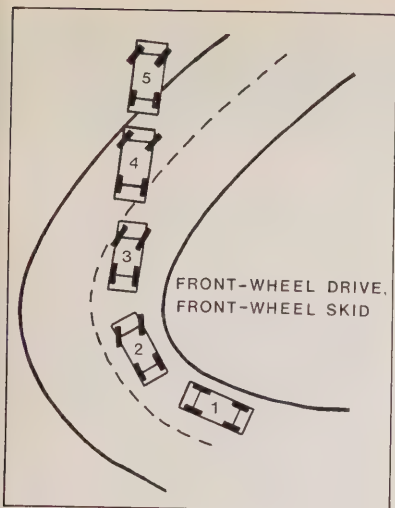
"The safest practice is to achieve the posted speed limit, especially for highway ramps, before entering the curve and to maintain that speed when steering around the bend," emphasized Craig Fisher, Oakville's BP Skid Control School instructor.

In rear-wheel drive on slippery roads drivers should similarly go easy on the gas and brake gently to avoid skidding.

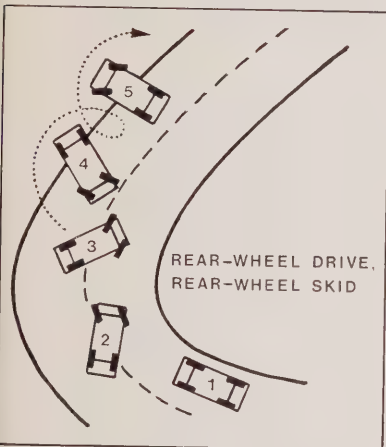
But if a skid can't be avoided in a front or rear-wheel drive vehicle, drivers should first instantly declutch in a standard transmission vehicle or shift to neutral in an automatic. To avoid shifting into the wrong gear in an automatic, drivers should shift keeping the palm of their hand facing the dashboard. Next, they should keep their feet off the brake and/or gas pedal.

Skidding may occur front or rear wheels of both types of vehicles. But in rear-wheel drive the majority of skids occur to the rear wheels and in front-wheel drive to the front wheels. For instance, in a front-wheel drive, a front-wheel skid means the vehicle has lost traction in its driving/steering wheels. Unwinding the amount of steering in the wheel will tend to straighten the wheels and may direct the vehicle.

(continued on page 8)



When the front wheels of a front-wheel drive vehicle skid out of control while turning a corner, the vehicle tends to head straight.



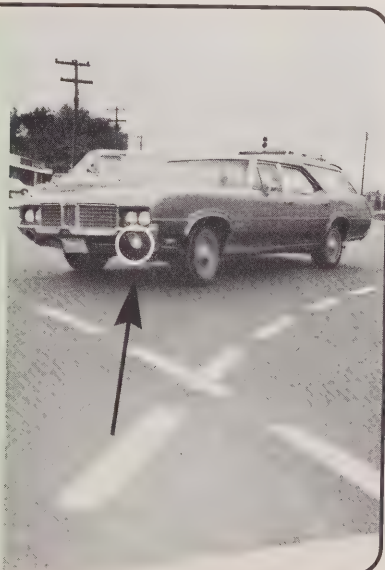
When the rear wheels of a rear-wheel drive vehicle skid out of control while turning a corner, the vehicle tends to spin around.

THIS IS THE LAW

Did you know that

Drivers turning left or right at any intersection, into a private road or driveway, from one lane of traffic to another and before moving from a parked or stopped position, must signal their intention if it affects other drivers on the road.

Conviction carries a fine up to \$100 and two demerit points.





Pregnant women protect themselves and their unborn by using seat belts.



**Life is Precious.
Buckle Us In.**

Educational material to be displayed in hospitals, physicians' offices, prenatal classes and obstetrical wards.



The program encourages parents to protect their newborns by using an infant carrier starting with the first trip home from the hospital.

Ontario initiates a c

At the scene of a traffic accident, police discovered a seriously injured baby lying on the side of the road.

That baby was Jimmy – only six days old. And his new parents hadn't secured him in an infant carrier for that first trip home from the hospital.

Testing has proved that in a 32 km/h (20 mph) collision, an unrestrained child in a motor vehicle will hit the dashboard with the same force as a fall from a two-storey building.

In Ontario, 6,805 children under the age of five were injured in motor vehicle accidents from 1977 to 1980 – some seriously disabled for life **before they could even walk.**

The Ontario seat belt law introduced in January, 1976 made it mandatory for adults and children over the age of five or weighing more than 23 kg (50 lbs.) to wear seat belts.

The best starting point is at the pre-natal stage.

Children under five, however, depend on others to buckle them in when travelling in a motor vehicle. They depend on their elders to teach them right from wrong.

Therefore, if children are taught to buckle up from the date they are first brought home, buckling up should become part of their routine when going for a car ride.

It's also important older children and adults set a good example by

wearing seat belts, even to go around the corner to the local grocery store.

Yet, despite continual education campaigns for more seat belt usage, a survey conducted this year by the

Children depend on their elders to teach them right from wrong.

Ministry of Transportation and Communications indicated approximately 53 per cent of children under five were travelling unrestrained in motor vehicles.

The Ontario government feels there is an increased need for parents and guardians of young children to be informed about child safety in vehicles.

And in a joint effort to increase child restraint and seat belt use, the Ministries of the Attorney General, Community and Social Services, Health, Solicitor General and MTC have developed an education program, to be implemented through the medical profession.

The best starting point is at a baby's pre-natal stage when expectant parents can be informed of the injuries which could result to unrestrained infants in the event of an accident.

Health care professionals in hospital clinics, physician's offices, prenatal classes and obstetrical wards are all in strategic positions to educate and influence parents.

Dr. P.R. Knight, an associate professor of surgery at Hamilton's McMaster University has been greatly involved in campaigning for the greater use of child restraints.

In a recent article in the Canadian Family Physician Journal, Dr. Knight expressed his unqualified support for an educational program similar to the government's.

"The commitment of the hospital to this type of program would be a very positive force in instilling long-lasting protective parental behaviour patterns," he said.

"It would probably constitute the most positive community action possible, stressing the belief in protection of the young life it has just helped launch."

The program itself includes printed materials for hand outs and displays, and a film which can be shown to groups of parents in classes or on wards.

d restraint education program

The overall theme is the child's need for love, care and protection in relation to that initial car journey – indeed all future trips.

A poster and pamphlet are for use in pre-natal classes, obstetrical wards, physicians' offices and all areas accessed by parents and guardians of young children, underlining the need for seat belts for pregnant women and child safety seats for newborns to pre-school children.

For the professional conducting lectures, a teaching manual is being compiled and will be available in 1982. It outlines techniques for demonstrating restraint use, provides reports and answers to commonly asked questions and discusses organization of child restraint rental programs.

In addition, it will offer outlines for presentations by health care professionals to interested groups.

The 16 mm film to be available in late spring of 1982 will be produced in English and French. It's designed as a teaching aid for pre-natal, post-natal and parenting classes.

Narrated by a parent/pediatrician, it will elaborate on the pamphlet, giving more details of the types of seats available and their installation. It will also explain the "human collision" in motor vehicle accidents and importance of pregnant mothers wearing seat belts at all times to protect their unborn children.

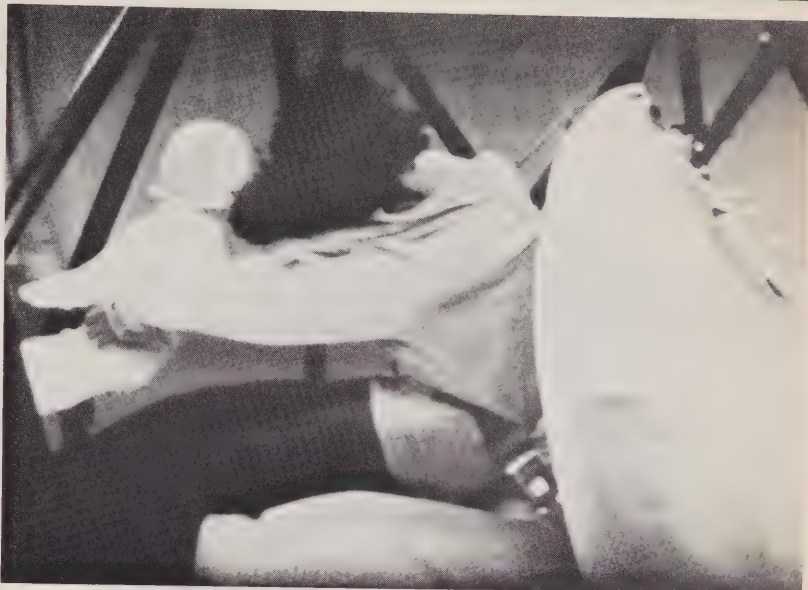
Any members of the medical profession wishing to help reduce deaths and injuries to young children through

"Children are the most vulnerable. We must speak for them."

his child-restraint education program may obtain the printed material from the Ministry of Health, Health Promotion and Information Branch, Queen's Park.

Dr. Knight also pointed out in his article that although educational programs are not always successful, this one, if carried out by dedicated people, could achieve a great deal. "Children are the most vulnerable they are not able to voice their educated opinion," he said. "We must speak for them."

Perhaps, if Jimmy's parents had restrained him in an infant carrier, he might have made it home.



Tests conducted by the Defence and Civil Institute of Environmental Medicine (DCIEM) indicate that a baby, weighing 4.5 kg (10 lbs.), held in a mother's arms in a motor vehicle travelling 50 km/h (30 mph) weighs 109 kg (240 lbs.) on impact.



In 1980, 1700 Ontario children under five were injured in motor vehicle accidents.

Stress and driving can be potential hazard

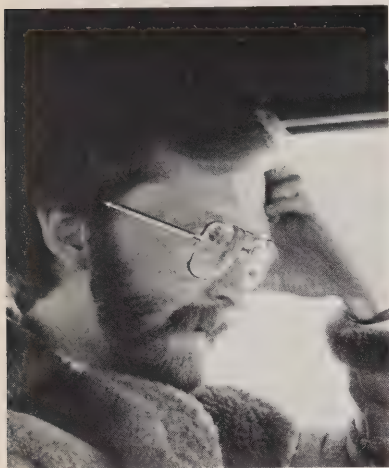
By John Russell

If your job is killing you . . . it just might.

If one of your relatives or friends will be the death of you . . . they could be.

Stress, regardless of its cause, can affect driving performance as surely as drugs or alcohol. And with the same disastrous consequences.

The problem of stress is just be-



Stress affects driving performance.

ginning to be understood and isolated as an important factor in human health and behaviour. By accelerating the pace of life with everything from supersonic airliners to food processors, technology has subjected men and women to demands on their attention, intellect and patience unthought of 100 years ago.

Given this constant level of ambient stress, it's no surprise that adding specific, high-intensity stress, like job or family problems, can change behaviour patterns behind the wheel. Because stress, while seemingly a mental problem, exerts a powerful influence on the body as well.

First, there's a drop in the number of white blood cells. And increased production of steroids and adrenaline. This reaction by the pituitary and adrenal glands causes profound changes in the body – raised blood pressure, rapid heartbeat, sweating and gastro-intestinal disturbances as it attempts to adapt to the stress provoking conditions.

Consciously, you feel tense, uncomfortable . . . and, often, aggressive, since there is no physical outlet for stress in a car. For a stressful person, fast, unimpeded driving may give temporary relief and satisfaction,

but aggression results when obstacles interfere with this rush.

Also, stress, with the physical reactions it causes, can be quite tiring. And fatigue means less tolerance for the actions of other drivers, along with an unwillingness to do anything extra – such as yielding where the right-of-way is unclear.

All this stress-caused aggression leads to accidents. An American study of case histories in 1970 found an individual's likelihood of involvement in an accident increases considerably during divorce proceedings, or when the driver is experiencing marriage difficulties, financial troubles or job problems. In short, it confirmed deep emotional depression and heavy anxiety can be significant contributing factors in traffic fatalities.

To quote the author, F.L. McGuire: "Depending upon the basic personality structure and how much help and support is available from others during such times, a person tends to show other symptoms such as forgetfulness, inattention to traffic signals, a tendency to speed or throw a car around corners, an unaccustomed use of alcohol and driving while fatigued due to insomnia."

What can be done about it?

The government tries its best to control some aspects of traffic safety. It sets speed limits, examines drivers and safety-checks vehicles. But it can't legislate against bad days at the office. The responsibility for making sure stress does not cause accidents rests solely on the shoulders of the individual.

Awareness is the key.

Drivers must learn to recognize when emotions are affecting their behaviors behind the wheel, and react accordingly.

Realizing that "I'm not myself today" can help control the urge to speed, drive aggressively and take the faults and mistakes of other drivers as personal insults.

And when stress becomes serious enough to impair concentration, when problems are totally preoccupying – don't drive at all. Take a bus, a cab, or wait awhile until you feel better, just as you would if you'd had too much to drink.

By being aware of the danger stress poses, recognizing its presence, and acting to control its effects, you'll be able to drive home from that bad day at the plant or office safely – and live to express any pent-up emotions at the local or in your backyard.

Working together for safety

Remote-control model cars were used as "tools" to teach children the rules of the road at this year's annual two-day Ontario Traffic Conference.

Const. Eric Johnson, Chatham Police Force, built a toy car track set to demonstrate the rules of the road which apply to bicyclists and motorists alike.

Children ran the cars through the course dotted with traffic signals, railway crossings, stop and yield signs, even pedestrian crossings. Johnson, who observed, pointed out each traffic violation.

"The children enjoyed playing with the cars," he noted, "and at the same time learned valuable traffic rules."

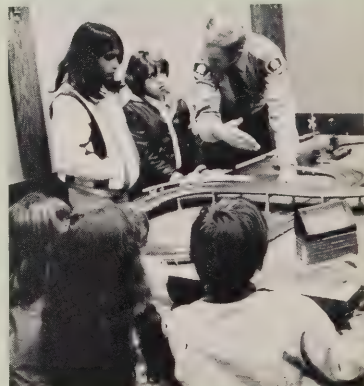
It was one of the nine workshops conducted by safety officers from across the province during the conference. Others included demonstrations concerning drugs, vandalism, shoplifting, school bus safety, seat belts and the Michelin Tire School Safety.

About 140 delegates exchanged

ideas and experiences in the interest of safety.

The safety officers also viewed a slide presentation on a mock school bus disaster presented by Const. Bill Tannahill of Mount Forest OPP.

"The exercise was a great success. In the Owen Sound area we were concerned because we have 207 school buses," said Tannahill.



P.C. Johnson uses remote control cars to teach students.

SAFETY BRIEFS AROUND THE WORLD



JAPAN: It's now possible for physically disabled drivers who can't use their hands to run their vehicles by voice command via a computer. Thanks to Nissan Motor Co., a major Japanese carmaker, the car can start, steer, adjust its speed, etc., at the drop of a voice. For \$4,000 an ordinary passenger car can be fitted with the computer system.

U.S.A.: Teen drivers should be prohibited from driving during late hours, according to a recommendation by the Insurance Institute for Highway Safety. The report states nearly 50 per cent of deaths to Americans aged 16 to 19 are caused by motor vehicle accidents. In addition, more than half of the 7,000 teens killed in '78 auto accidents occurred during evening hours.

CANADA: A 33-year-old Pefferlaw woman was crushed to death by a runaway trailer. Her northbound car went out of control and flipped over after crashing into a trailer which slipped off the hitch of a southbound car. The driver of the car pulling the trailer escaped injuries.

U.S.A.: Maine drivers convicted of drunk driving now face at least 48-hour jail sentences, \$350 fines and 90-day licence suspensions, including first offenders. And, anyone refusing to take a blood-alcohol test, even before arrest, will automatically lose their licence for six months.

CHINA: Drivers are on their honor to abstain from drinking when driving. So far, no drunk driving charges have been laid.

U.S.A.: Storage batteries are being tested to run New York's subway system. The lead-acid batteries will store energy in off-peak hours to ensure sufficient electrical supply during morning and evening rush hours. The system would also continue operating in the event of power failures.

YUGOSLAVIA: People who get caught leaving their vehicle car doors unlocked while unattended may have their licence confiscated.

CANADA: A symbol with a curved arrow and the words "THANK YOU" will be placed on the rear window of Toronto Transit Commission's buses . . . to thank motorists for allowing buses to pull out in front to maintain schedules. Ontario's first bus service to use the sign was in Belleville.

Courtesy, caution and common sense

Winter driving has its own special problems.

Temperatures drop, batteries and electrical systems become balky.

Deep snow and ice makes the going rough. Early darkness, mist condensation inside windows, slush and salt on the outside—all add to driving difficulties.

But winter driving doesn't necessarily mean accidents are inevitable.

Courtesy, caution and common sense are the main safety ingredients.

Drivers can get off to a good start by making sure their cars are winterized before that first heavy snowfall.

Before they even start off, they should be sure they can see where they're going by cleaning ice and snow from all windows. "Peephole" drivers have limited visibility and often get involved in accidents. And don't forget to wipe off headlights and tail-lights.

While checking, run the heater and defroster to prevent sudden fogging in the road.

To get moving, start slowly and get the feel of the road. Try and avoid any abrupt changes in speed or direction. Leave plenty of room between your vehicle and the vehicle

in front. You require all the margin for error possible when road surfaces are unpredictable.

And, of course, be considerate of others and signal well in advance of your intention to turn.

If stopping is necessary, take extra care, especially on icy surfaces. Good drivers anticipate stops and starts by braking early.

A smooth and safe stop is easy—shift to neutral or de-clutch and gradually apply the brakes, without locking the wheels. If the wheels should lock, ease up on the brakes slightly until they unlock.

Even though roads may appear to be in good condition, be alert for frost and ice on bridges, overpasses and shady areas. Whenever the temperature is near freezing, frost and ice forms on such structures—even when other pavements are clear and dry.

On any medium or long drive, carry a basic winter motoring survival kit in the trunk, including jumper cables, shovel, couple of wool blankets or sleeping bags, matches, candles or containers of canned heat, a coffee can (to melt snow for drinking water), plastic garbage bags which act as insulators against the wind if



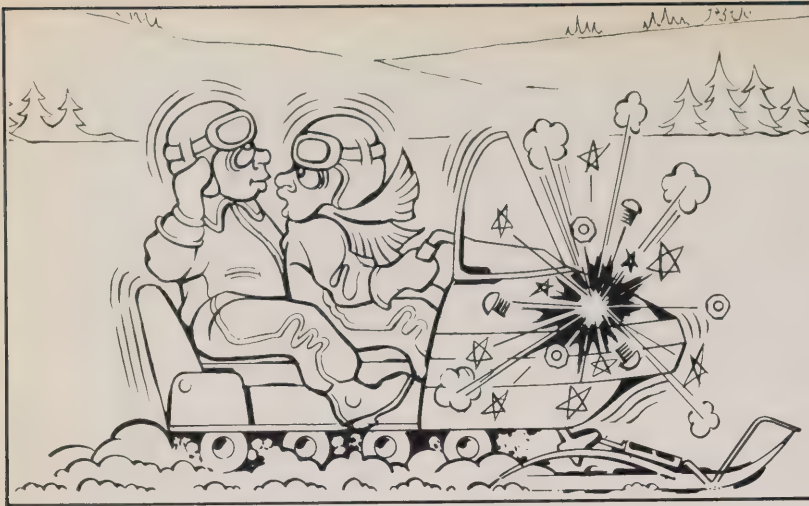
Icy snow-covered roads demand extra caution to prevent losing control.

you have to get out of your car, a flashlight and/or flares.

And, don't forget sand, salt or a couple of pieces of old carpeting to put under the drive wheels in case you're stuck in the snow.

Transport Canada warns drivers not to spin their wheels when stuck. A car with an eight-cylinder engine and automatic transmission, for example, can bring a tire to an explosion point in three to five seconds.

So, take a little extra time and use common sense. Be committed to driving safely.



There's **nothing** wrong! That's just engine ping.

Road information around the clock

As winter begins to blanket and ice Ontario roads, the Ministry of Transportation and Communications Winter Road Reporting Service begins operation.

On Nov. 9, the service began making available to the public up-to-date information on conditions of all provincial and secondary highways 24-hours a day, seven-days-a-week.

Each district office is kept informed of any sudden change in road conditions by their patrolmen and plowing crews via two-way radio.

Information on winter road conditions around-the-clock may be

obtained by telephoning the following Ontario MTC offices:

Toronto	248-3561
Chatham	354-7504
London	681-2047
Stratford	271-8321
Hamilton	639-2427
Owen Sound	376-9683
Port Hope	885-6351
Kingston	544-2523
Ottawa	745-7049
Bancroft	332-3621
Huntsville	789-4483
North Bay	474-0044
New Liskeard	647-8104
Cochrane	272-5775
Sudbury	522-0388
Sault Ste. Marie	256-2855
Thunder Bay	475-4251
Kenora	548-5910

Up front. . .

(continued from page 3)

"Yet, it's important to note that without traction or steering capabilities, drivers cannot correct a front wheel skid in a front-wheel drive vehicle, unless the amount of acceleration or deceleration which causes the skid was of minor proportions," warned Fisher.

In rear-wheel drive, when the rear wheels skid it also means the driving wheels have lost traction. However, drivers are still able to steer the vehicle. And to correct such skids, if the back end swings to the left, drivers should turn left, and if the back end swings to the right, the driver should turn right.

Coming Events

January 18, 1982 - Humber College driver instructor course. For information contact Kate Dorbyk at (416) 675-3111 ext. 455.

March 15, 1982 - Fleet maintenance course to be held by the Ontario Safety League. For details call E.L. Moore, manager, Traffic Safety Department, 82 Peter Street, Toronto, M5V 2G5, (416) 362-1516.

March 29, 1982 - Advanced driving instructor course to be held by the Ontario Safety League.

March 29 - April 1 - Study Week in Traffic Safety held at the Clark Institute of Psychiatry Auditorium, 250 College Street, Toronto. For information call (416) 978-5054.

ontario traffic safety

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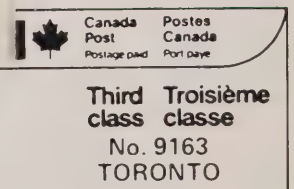
Hon. James Snow, Minister.
H.F. Gilbert, Deputy Minister.

Editor: Lucy LaGrassa
Assistant Editor: Terry DiCarlo

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Ontario Traffic Safety

MAR 1 1982



Ministry of
Transportation and
Communications

SAFELY

JANUARY/FEBRUARY 1982

New tire standards

Mixing is out. Bulges are a no-no. And bald isn't beautiful anymore.

Because as of Feb. 1, 1982, new standards for tires used on vehicles operated on Ontario roads came into effect.

Adopting standards current under MTC's motor vehicle inspection program, the new regulations apply to all motorists, including those seeking a Safety Standard Certificate.

For example, a mixture of radial-ply tires on front wheels and bias-ply or belted bias-ply on rear rims are illegal. And mixing 50 or 60 series tires up front with any other series at the rear is also prohibited.

A combination of construction types or sizes on an axle are also banned—unless ok'd by tire industry standards. This won't apply, however, to a temporary-use spare tire in an emergency, providing only one is used.

Tires can't be smaller than the vehicle manufacturer's specified minimum size, nor surpass maximum specified size so they contact any part of the vehicle, thus affecting the vehicle's safe operation.

Tires with any wording or lettering indicating they weren't designed for highway use are also a no-no, including those bearing the words "Not For Highway Use," "Farm Use Only," "Competition Circuit Use Only," or the letters "SL," "NHS" and "TG."

Regulations have also been set for minimum tread-wear depths. They must be replaced, for example, if they have less than 1.5 mm of tread depth remaining, or should tread-wear indicators contact the road.

Vehicles with a gross vehicle weight rating of more than 4,500 kg must



Tread wear can be checked using a penny. If the bottom of the word Canada is visible, tires should be replaced.

replace front tires with less than 3 mm of tread depth.

Tires with abnormal, visible bumps, bulges, knots, exposed cord, or tread or sidewall cuts deep enough to expose the cords must also be replaced. And no tire can be regrooved or recut unless specifically designed

for that purpose.

As for enforcement, police have the authority to order any vehicle with faulty tires off the road; or they can issue a special form requesting the driver replace an unfit tire(s) and report back to the officer within a 96-hour period.

Truck hero saves drowning men

Two young Nova Scotia men faced certain death last July.

But thanks to quick, heroic action by Calgary truck driver Gordon Rasmussen, they're alive.

Rasmussen, 49, was named 1981 National Truck Hero.

On that afternoon, Rasmussen and two of his co-workers from Universal Installation and Crane Rentals were driving by a dam on Calgary's Bow River when they saw a raft capsized and dump the four occupants into the rushing water.

Stopping his truck, Rasmussen rushed to the water's edge, scaled a six-foot high fence and waded waist-deep into the water. He and a co-worker pulled one of the men out of the icy water.

Glancing back, Rasmussen saw a second man, face down, floating towards him. He too, was dragged out, unconscious, his skin purple.

Rasmussen quickly turned him over on his stomach and, pumping the

victim's back, forced the water out, reviving him.

A third man managed to swim ashore on his own.

Rasmussen frantically searched for the fourth without success. The fourth body was found down river about a month later.

A fireman on the scene was quoted in the media: "They all should have been dead. Once you are caught in that weir, the water sucks you down and won't let you go."

Once fire and ambulance units had arrived, the cold and wet Rasmussen returned to the shop without identifying himself.

It was his son, Dennis, who nominated Rasmussen for the award. Said he, "My father didn't hesitate to plunge into a cold, fast-running river, even though he has a hard time doing just two laps in a heated pool."

The award is sponsored by Firestone Canada Inc., and endorsed by the Canada Safety Council.

Snowmobiles and the law

Do you know Ontario's snowmobile regulations?

Well, you should – because during the 1980/81 winter season, 19 per cent of the drivers involved in on-road collisions didn't hold either a valid driver's licence or motorized snow vehicle operator's licence.

And of 71 unlicensed drivers in those collisions, 40 were under the age of 16 and one under 12.

Such statistics indicate a fair number of snowmobilers need to learn the rules and regulations contained in the Motorized Snow Vehicle Act. Then they'd know they must hold a valid licence – except when driving on their own property.

Children between the ages of 12 to 15 and those 16 and older who don't possess a driver's licence can attend snowmobile driver-training courses sponsored by area snowmobile clubs.

Successful grads receive a proficiency certificate which must be validated as an operator's licence at any MTC Driver Examination Office.

It allows children 12 years of age and older to operate a snowmobile on public trails. Ages 14 and up may



Crossing a road must be done only at a 90 degree angle.

also cross highways. And if aged 16 or older they can travel along a highway, where permitted.

In addition, all motorized snow vehicles must be registered and an annual permit obtained to drive it off an owner's property.

This permit allows snowmobilers to drive along a King's Highway or secondary highway, except where prohibited in the part of the right-of-

way between the shoulder and the adjoining property fence.

They can also operate their vehicle on private property with the owner's written permission and public trails and conservation areas, except where prohibited.

Generally snowmobiles can't be driven on the serviced portion (from shoulder-to-shoulder) of a King's Highway or secondary highway, except to cross. This must be done only at a 90 degree angle.

And, of course no such vehicle is allowed anywhere from fence-to-fence on the "400" series, Queen Elizabeth Way, Ottawa Queensway, or Kitchener-Waterloo Expressway.

When operating a snowmobile, drivers must show the same degree of responsibility as when driving family cars.

They have to, for example, obey speed limits and posted signs, carry insurance when driving on a highway or public trail and wear a helmet.

In addition, any collision on or off the highway resulting in injury to any person or damage to property exceeding \$100 must be reported to police.

Snowmobiles aren't toys. They are motorized vehicles and in the hands of unskilled, untrained or foolish drivers, can be lethal weapons.

That's why snowmobile clubs and the Ministry of Transportation and Communications strongly endorses snowmobile driver-training courses.

A combination of common sense, courtesy and skill can make snowmobiling a fun winter sport.

Snowmobiler's code of ethics

All enthusiastic snowmobilers should practise what is outlined in each statement of the code, to keep this fine sport a growing part of winter recreation.

1. I will be a good sportsman and conservationist. I recognize that people judge all snowmobile owners by my actions. I will use my influence with other snowmobile owners and operators to promote sportsmanlike conduct.
2. I will not litter trails or camping areas. I will not pollute lakes or streams. I will carry out what I carried in.
3. I will not damage living trees, shrubs or other natural features.
4. I will respect other people's property and rights.
5. I will lend a helping hand when I see someone in distress.
6. I will make myself and my machine available to assist in search and rescue operations.
7. I will not interfere with or harass hikers, skiers, snowshoers, ice fishermen, or other winter sportsmen. I will respect their rights to enjoy our recreation facilities.
8. I will know and obey all Federal, Provincial and local rules regulating the operation of snowmobiles in areas where I use my vehicle.
9. I will not harass wildlife. I will avoid areas posted for the protection of wildlife.
10. I will not snowmobile where snowmobiles are prohibited.

Slippery, wet roads spell trouble

Spring is just around the corner. And, what comes with spring? Showers.

Well, those showers bring more than May flowers – they also bring wet roads, making driving hazardous.

Driving, itself, is a very demanding skill, both mentally and physically. But mixed with bad weather, it's even more demanding.

Good drivers anticipate trouble. So when it begins to rain, they adjust their speed and driving habits to suit such conditions.

Those first few raindrops act as a lubricant, creating slippery road surfaces. So, drivers should slow down

by pumping them to thoroughly dry them out.

In a heavy rainfall, drivers should reduce speed and try to avoid any flooded areas.

Visibility is also reduced in heavy rain.

Then drivers should not drive faster than their ability to see ahead or stop within visual distance.

Spray from other vehicles, especially large trucks or buses, can be hazardous.

And, unless windshield wipers and washers are in good condition, drivers can be in serious trouble. Particularly at the turn of winter when roads are wet and slushy.

If wiper blades don't clean a windshield streak-free, they should be changed.

A sudden spray of water from tires going through puddles can "drown" the engine and cause a stall.

Remember, too, that although a puddle may appear to be shallow, the water can disguise a large pothole which could damage a vehicle's suspension – or break a wheel or cause a blowout.

Drivers should also be considerate. Splashing pedestrians when going through puddles is a no-no.

Driving depends on good reflexes, good judgement and good-will toward other motorists, or pedestrians. And more than anything else, it depends on the ability of the human brain to cope with a variety of often rapidly developing situations.

Driving in wet weather happens to be one of those situations.



Spray from large trucks can reduce visibility and make driving hazardous.

and increase following distances because it takes longer to stop.

Stopping in this instance calls for gradual brake application without locking wheels.

And, good tires with good tread are critical – for good traction, mileage and safety.

In bad weather conditions, there is less tire traction, thus any sudden or abrupt steering, braking or gas pedal changes can provoke skids.

As rainfall increases, tires have a more difficult job cutting through the water to maintain road contact.

If there's too much water, or if a vehicle is going too fast, tires may ride on top of the water – like a water ski.

When that happens, the steering pulls to one side or the other and control is difficult.

Driving on flooded roads can also cause drivers to "lose" their brakes. So, once a driver is beyond a flooded stretch, the brakes should be tested

Safe driving tips. . .

Night driving

Night driving is difficult.

Especially in winter when salt residue, snow and dirt further can limit visibility.

Drivers should always keep their windshield clear and washers full and headlights clean.

Bright headlights from oncoming cars make it difficult for drivers to adjust to the glare, especially because their eyes are naturally drawn to bright lights. Good drivers resist this urge and look UP and STRAIGHT AHEAD – beyond any oncoming car lights – and slightly to the right.

Low beam headlights should be used by drivers within 150 m (500

ft.) of any oncoming vehicle or if following within 60 m (200 ft.) of another car or truck.

On country roads drivers using high beams should switch to low when approaching hill crests or corners so they avoid blinding oncoming motorists. If there are no oncoming headlights visible, they can switch back to high beams.

Drivers overtaking or passing at night should signal their intention to pass and as an added precautionary measure warn the driver in front of their intention by switching their headlights to high and then back to low beam.





By John Russell

If anyone had mentioned alternative fuels 10 years ago, people would have thought about premium or regular – for about 46¢ a gallon.

Now, everybody knows that phrase means an alternative to gasoline entirely: a fuel to keep transportation moving in the face of a dwindling, ever more expensive oil supply.

Most would probably say electricity is the best bet to replace gasoline as a transportation fuel. The little battery-driven car plugged in every night has captured the public's imagination.

But, it may be some time yet before anyone will trade in a gas guzzler on such a dream machine. Why? Because its development as a practical alternative to the family car is hampered by the very thing that makes it possible – the storage battery.

Electricity

Batteries are heavy. And limited in the amount of electrical energy they can store. They also lose power in cold weather – an important consideration in our climate. So, what is needed is a breakthrough in battery technology, to produce a lightweight, powerful storage unit.

Even with the present technology, there are some battery-driven vehicles operating quite successfully, especially in Europe. In Paris, garbage trucks run on electricity; the British use electric trucks for milk delivery. In the U.S., some postal vans are electrically driven. Small, light, urban commuter cars may be feasible in the future.

But in all these cases, limited range

doesn't matter. And the chassis can be designed to handle the added battery weight. Under such conditions, electric power can be a useful replacement for gasoline.

Ethanol, or grain alcohol is another



MTC Minister James Snow inspects the engine of his new propane-powered Ford Mercury Cougar.



One of the methanol-fueled cars being tested by MTC in our cold winters.

Alternat

alternative people are betting on. It's made by fermenting carbohydrates found in crops such as cereals (corn, barley), potatoes, sugar beets or Jerusalem artichokes. In Brazil, for example, gasoline is blended with ethanol in varying proportions, and about five per cent of all vehicles run on it exclusively. A similar blend, gasohol, is available in parts of the U.S.

It works in Brazil because crops are harvested cheaply, with little mechanization, and the growing season is year-round. Unfortunately, in Canada, the process of harvesting and fermenting one crop a year requires energy – sometimes even more than that contained in the alcohol produced. Thus, ethanol production with current technology is more expensive than gasoline.

Propane

A more realistic present-day alternative is propane. The most readily available of all alternative fuels, propane-powered vehicles will soon become familiar sights on our highways, as more and more fleet owners convert their cars and trucks, taking advantage of federal and provincial incentives.

Ford of Canada is starting regular production of propane Granadas and Cougars this year which, as is the case with all alternative fuel vehicles, will be exempt from Ontario's seven per cent sales tax.

Ontario's Minister of Transportation and Communications, James Snow, has taken delivery of the first of these Cougars for use as his official government car.

Propane is just over half the price of gasoline due, in part, to the exemption from the provincial 20 per cent road tax that applies to all alternative fuels.

Not only relatively inexpensive it's a very good fuel as well. Engine life may be extended, spark plugs last longer, oil can last longer and there's less pollution because of propane's clean burn.

The one drawback is that while there is a steady supply of propane it could only provide about 10 per cent of our necessary transportation energy.

Even so, for the next few years

Transportation fuels of the future

propane looks like the best way to at least reduce our dependence on gasoline.

Beyond propane, perhaps at the end of this decade, lie three alternatives that could finally free us from the tyranny of the oil supply: natural gas, methanol and hydrogen.

CNG

Compressed natural gas (CNG) can be used in present gasoline engines in the same way as propane, after modification with similar conversion kits.

But, as usual, there is a drawback—in this case, storage.

CNG must be stored under high pressure, approximately 2500 psi or higher, which means heavy tanks and the use of a compressor for refueling.

But technology for high pressure storage and refueling is being refined in Canada—compressors connected to home gas lines are a distinct possibility. And when refueling facilities are more readily available, CNG may well become an effective alternative.

The technology for handling liquified natural gas on board vehicles is still in the experimental stages, meaning use of that fuel is further down the road.

Methanol

Methanol is another alcohol, like ethanol, but made from any material with carbon content—coal, natural gas, oil, peat and biomass (wood, garbage, etc.). And like ethanol, it can be used in a mixture (up to 10 per cent) with gasoline. Or by itself.

Straight methanol use requires specially designed powerplants such as those used in some racing cars. Even gasoline-blend engines must be slightly modified to prevent deterioration of some plastics and metals. Germany has legislated that all new cars must be methanol-blend compatible.

And some engineering must be done to the fuel itself, to make it compatible with gasoline. Because methanol tends to separate from gasoline when it absorbs water, other solvents must be added to prevent it.

Perhaps the largest factors in methanol's favour are the fact it's a liquified fuel, and thus easily stored and handled, and its great production potential in Canada, especially from western Canadian fossil fuels. Further research is needed before methanol from Ontario's biomass resources can be produced competitively.

MTC has three methanol-fueled cars for testing in our winter weather. With such testing and development, the fuel remains a good possibility for gasoline replacement in a few years.

Hydrogen

In the more distant future (perhaps by the next century), hydrogen will start to play a significant part in our transportation energy picture.

It's a colourless, highly-inflammable gas extracted from materials such as water and fossil fuels. Extraction from water, through electrolysis, (the passage of a current of electricity through water to separate the hydrogen) will ultimately be the most economical and energy-efficient source—especially for Ontario.

Hydrogen can be used in modified conventional gasoline engines but specially designed powerplants would make better use of its energy potential and avoid performance problems.

But once again, storage is the stumbling block.

It can't be liquified, except at very low temperatures, and so must be transported in substances called hydrides—metal compounds which act like sponges, absorbing large quantities of hydrogen and releasing it when heated. These hydrides are solid and stable, free from the danger of explosion. However, they are heavy and their storage capacity deteriorates with time.

Another method of using hydrogen is in fuel cells. These cells would unite hydrogen with oxygen to create electricity and power an electric motor, at a remarkable 90 per cent efficiency. Fuel-cell technology, however, has a long way to go before it becomes practical.

Right now, MTC and other authorities are in the process of finding out as much as possible about the potential uses of alternative fuels. This investigation, coupled with a realistic examination of the resources available for their production, should point the way to the best choice for a future gasoline replacement.

At the moment, a likely scenario involves the use of propane now, CNG and methanol over the next decade, and electricity from hydrogen or storage batteries in the '90s and beyond.

But only time will tell just what "Fill 'er up!" will mean in the year 2000.



This GMC "Brigadier" tractor powered by a Detroit diesel IV 71N engine, is equipped to operate on methanol/diesel fuel.

SAFETY BRIEFS AROUND THE WORLD



CANADA: A University of Waterloo professor developed a new machine that can test the blood alcohol level of an unconscious person. It can also store samples of breath to detect THC (tetrahydrocannabinol), the hallucinogen in marijuana, for later analysis. Developed by German-born Werner Adrian, it's marketed by Breath Analysis Computer Inc. in Guelph.

BELGIUM: Belgium law requires children under 12 years of age to sit in the back seats of all cars.

SOUTH AFRICA: This country owns the world's record for the highest number of road deaths in proportion to population. An average of 600 people a month were killed in road accidents during the last half of 1981, costing South Africa an estimated \$2.2 million in daily hospital and medical expenses, insurance claims and damages.

U.S.A.: A Gaithersburg, Maryland woman asked at a traffic ticket office if she could buy a book of tickets in advance for a discount.

AUSTRALIA: In some locals, drunken drivers have their names printed in area newspapers under the headline 'He is drunk and in jail!'

ITALY: Drivers wearing fancy stereo headphones or driving without glasses face a fine or up to a month in jail on conviction.

PEKING: For every registered motor vehicle in Mainland China, there are 28 pedal cycles.

Drinking/driving films win top award

MTC has another winner. "The Alcohol You," one of a trilogy of films on drinking entitled "Three for the Road" was named "Film of the Year" by the National Committee on Films for Safety in the United States.

A yearly film competition, the judging is done by a film committee set up under the National Safety Council, a non-government, non-profit, public service organization.

"It was up against some stiff competition," said Geoffrey Frazer, Pub-

lic and Safety Information Branch. "In the Traffic and Transportation category, it was judged along with films produced by Walt Disney Tele. and Non-Theatrical Co., Encyclopedia Britannica Ed. Corp., CBS News "30 minutes", even Ford Motor Co.

"It was quite an honour," Frazer added; "because this award is not given out annually, but only when a film is considered to be truly outstanding."

Featuring CFRB (Toronto) radio personality, Bill McVean, the film

uses a combination of live action and animation, semi-humourously portraying the effects of alcohol on the body and personality. It also makes the point that any amount of alcohol impairs brain function.

In the same competition, the first film of the trilogy, "Power Under Control," starring John Powell of John Powell Motorsport Inc. was awarded a certificate of merit.

It presents driving as an exciting but demanding skill, dependent upon the proper and unimpaired functioning of the brain.

The last in the trilogy, "No Thank I'm Driving," deals head-on with the issues related to driving while one's brain is impaired. It concludes with a mime sequence showing drivers how to cope with peer pressure while avoiding drinking and driving.

"This isn't the first award given to the trilogy," said branch director Fred Cederberg. "It was also the 'Public Affairs Award Winner' at the 1981 American Association of Motor Vehicle Administrators, Region I Conference."

Region I consists of the states and provinces in the northeastern United States and eastern Canada.

The trilogy was produced by MTC with a grant from Transport Canada for the Ministry of Education's use in high school driver education classes.

Anyone wishing to preview the films can call MTC's Audio Visual Services Office at (416) 248-3210.



Geoffrey Frazer, motion picture producer-director with the Public and Safety Information Branch, receives "Film of the Year" award for MTC's "The Alcohol You" from Peter Rooney, National Safety Council.

Salting for winter safety

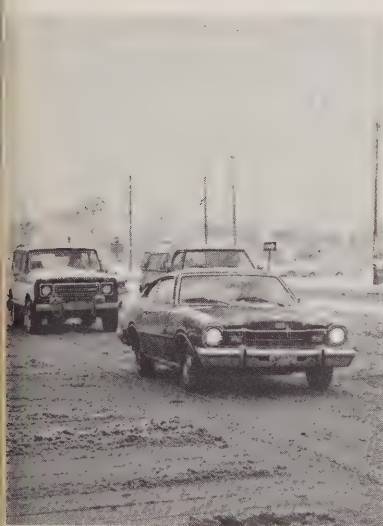
By Rae Lindsay

Unsalted winter roads cause accidents.

People get hurt, some die and millions of dollars damage are the catastrophic results.

Icy, slippery roads can also cause death should a hospital emergency unit fail to reach a heart attack victim in time. Or when a fire engine is delayed on its way to a "towering inferno." Or police cruisers on the way to the scene of a crime.

"It's obvious," says MTC senior research officer Harold Fromm, "that



Shortly after salting, a snow-covered road turns into harmless slush.

we can't afford to not use salt in Ontario."

Once salt is spread on a road, it takes a few minutes for the freezing point to lower. Brine then begins to form and the salt works its way down to the road surface, breaking the bond between the ice and snow.

"About half an hour after the salt is spread, snow-covered road turns into harmless slush and traffic clears it off the road," explains Fromm.

In the past, several cities have tried to survive a winter without salt. And in each case, sodium chloride was back on the roads after one or two storms.

Winnipeg was one such city.

In November 1960, Winnipeg stopped using salt. Road accidents increased by 80 per cent and traffic became impossible. After using salt again for a day, the accident rate and traffic were back to normal.

How fast salt will work, how much is used and how many times it's applied depend on a number of things.

"For example," explains Fromm, "heavy traffic areas require less salt than low traffic areas; black roads less than white; asphalt less than concrete; and dry pavements less than those which are wet at the start of the storm.

"And during sunlight hours, less salt is needed and roads clear faster."

Temperature also affects how much salt is used. Salt is an effective de-icer down to -12C, but works faster at -10C to -5C.

Early spreading of the salt also prevents the snow from sticking to the wet pavement.

Since temperatures usually drop after a storm, salt is spread continuously while the storm is in progress. If the storm is short and the salt spread in time, a little will do the job. But if it's spread after the storm and the temperature drops, more is needed.

"In Ontario, we use an average of 400,000 tons of salt a year, says Fromm. "If the winters are mild, as they have been the last couple of years, we use less."

Patrols check highways around the clock, applying salt when necessary so driving conditions are kept as safe as possible.

"If it's freezing rain, we spread salted sand to skid-proof road surfaces," says Fromm. "Salt is added to prevent the sand from freezing."

There are alternatives to salt - but



Joseph O. Goodman, Q.C., "Mr. Trucking," and a retired executive vice-president of the Ontario Trucking Association, died recently. Awarded the Order of Canada in recognition of his contribution to Canadian society, "Joe" had dedicated his entire life to trucking.

none are as effective or as inexpensive as salt.

The main alternative is calcium chloride.

This manufactured chemical attracts moisture from the air keeping a greasy, slippery film on the pavement. It's harder to store and more than three times as expensive as salt.

Another alternative is urea.

It's a fertilizer and encourages weeds to grow. Besides costing more than 10 times the price of salt, there isn't enough of it to go around nor is it as effective.

Abrasive clog catch basins and ammonium sulfate attacks concrete.

Salt is the most effective, least expensive de-icer available.

Its use is endorsed by the emergency, fire and police departments and traffic safety agencies.

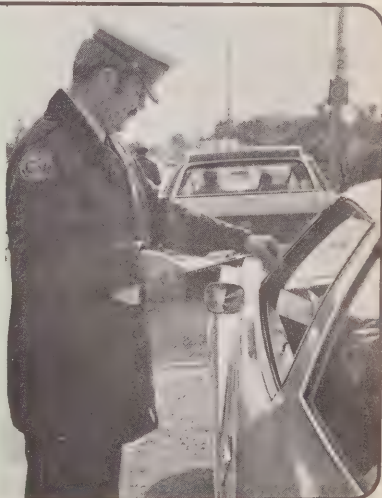
As Fromm puts it: "We can't afford to not use salt."

THIS IS THE LAW

Did you know that

Any driver operating a motor vehicle in Ontario must carry his/her licence at all times. And, if stopped by a police officer must be able to produce it on demand.

Failure to comply to this law can result in a \$20 to \$100 fine.



Letter to the Editor

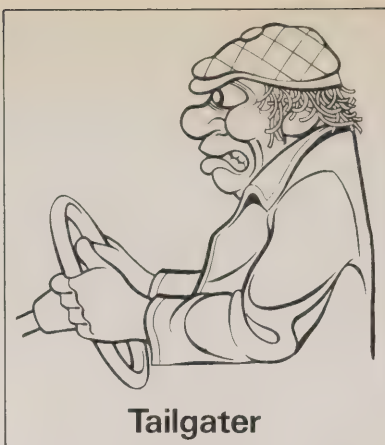
As a trucker I found the story "Out of control and into a jackknife" in your September/October issue very interesting and educational. In particular, the fact that less than one per cent of all total accidents were found to involve a jackknifed vehicle.

The public often has misconceptions regarding large trucks. It should also be mentioned that many trucks travel 100,000 miles annually (10 times the average car motorist's rate) and motorists cause many truck accidents.

Ontario statistics also show that tractor-trailers are involved in only 1.4 per cent of total accidents.

In addition, some motorists are unaware that the highway's centre lane in Toronto and area highways is a passing lane. Large trucks are prohibited from using the left lane to pass in this jurisdiction.

Don Bell
Truck Driver
Mississauga, Ontario



Drivers like this are almost as dangerous as speeders. They ride "on the bumper" of the car ahead. And, can be recognized by their angrily indignant expression after they've plowed into the rear of the car ahead.

Sing While You Drive

At 70 kilometres per hour, sing: "Highways Are Happy Ways."

At 90 kilometres: "I'm but a Stranger Here, Heaven is my Home."

At 110 kilometres: "Nearer My God to Thee."

At 120 kilometres: "When the Roll is Called Up Yonder, I'll be There."

At 140 kilometres: "Lord, I'm Coming Home!"

Road information centres in Ontario

Chatham	(519) 354-7504
London	(519) 681-2047
Stratford	(519) 271-8321
Hamilton	(416) 639-2427
Owen Sound....	(519) 376-9683
Toronto	(416) 248-3561
Port Hope	(416) 885-6351
Kingston	(613) 544-2523
Ottawa	(613) 745-7049
Bancroft	(613) 332-3621
Huntsville	(705) 789-4483
North Bay	(705) 474-0044
New Liskeard...	(705) 647-8104
Cochrane	(705) 272-5775
Sudbury	(705) 522-0388
Sault Ste. Marie	(705) 256-2855
Thunder Bay ...	(807) 475-4251
Kenora	(807) 548-5910

Coming Events

March 8, 1982 – Humber College full-time driver instructor course. For information, contact Kate Dorbyk at (416) 675-3111 ext. 455.

March 22, 1982 – Motor fleet driver trainer course by the Ontario Safety League. For details, call E.L. Moore, manager, Traffic Safety Department, 82 Peter St. Toronto, M5V 2G5, (416) 362-1516.

April 19, 1982 – Fleet supervisor course by the Ontario Safety League.

April 26, 1982 – Classroom instructors course by the Ontario Safety League.

ontario traffic safety

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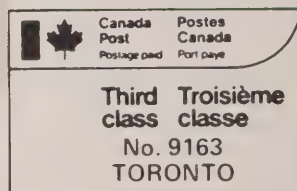
Hon. James Snow, Minister.
H.F. Gilbert, Deputy Minister.

Editor: Terry Di Carlo

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Ministry of
Transportation and
Communications

Ontario Traffic Safety



MARCH/APRIL 1982

New vehicle registration system

Have you ever had to run from a parking lot booth back to your new car because you couldn't remember your licence number? Or from a self-service gas station cashier for the same reason?

Well, when the new VRS system is completed, you'll have to get your exercise some other way because there will only be one number to remember for the life of your plates. . . even if you buy or sell your vehicle.

VRS is the new Vehicle Registration System, representing a different concept of vehicle registration. And its three main elements will affect every owner in the province.

First, your existing licence plates will be assigned to **you**, not your vehicle — just the opposite of the present system. You'll keep your numbers for as long as the plates last and transfer them to each replacement vehicle you buy. Or if you sell or junk your car, van, truck, you remove the plates first.

Second, renewals will be staggered. Instead of mile-long lineups the day of the annual deadline, renewals will be spread over the year, based on each owner's birthdate.

Finally, if you try to renew your licence plate with outstanding fines



Under the new system, when you sell your car, you keep the plates with you.

against it, such as parking tickets, the new system will have those on record. And that means no renewal of registration until payment is made. . . something which can be done on the spot.

Sponsored by the Ministries of Transportation and Communications, the Attorney General and Solicitor General, and Consumer and Commercial Relations via a steering committee, the VRS system will also result in the revamping of one of the Ontario

Government's largest computerized systems.

When established in 1974, it was a giant step forward, providing on-line capability for users, including courts, police and ministry staff.

The VRS results in another improvement in service, simply by making more accurate and complete information available more quickly than in the past.

Currently, transferring registration is a long and involved process. Say you buy a used car, privately, between the time you take possession of a car and when your new registration is actually on file, you might be stopped by police for something the previous owner did because all they have is the licence plate to go by — and on any given day 10-20,000 files may not be current.

Under the new system, the plate stays with the individual and not the car. Therefore, you will not be stopped for another owner's violations.

With VRS, Ontario falls in line with six other provinces and territories in Canada, as well as 34 states and districts in the U.S., all currently using the plate-to-owner system.

Backing up on freeways banned

Missed your exit? Don't back up!

Effective April 1 motorists backing up on all divided highways faced a \$20 to \$100 fine plus court costs.

The legislation applies on all highways divided by a median strip with a posted speed limit in excess of 80 km/h.

"It's designed to reduce the number of accidents resulting from this unsafe driving practice, particularly drivers who elect to back up after missing an exit ramp," said Transportation and Communications Minister James Snow.

Snow said more than 200 accidents were recorded over the last four years when drivers backed up on freeways.



Feb. 28, lineups at some issuing offices numbered as high as 200 at times.



Safety ... everyone's responsibility

As the weather gets milder more and more children will be visible on streets and playgrounds.

This insists that motorists drive with extra caution and parents must reinforce important safety rules while setting a good example.

May 1-7 is Child Safety Week. And everyone should remember: "safety does pay" whether it's that week or any other.

During 1980, 147 children age 15 and under were killed in Ontario traffic collisions and another 11,560 injured.

Teachers and law enforcement officers

are dedicated to teaching children traffic safety rules which protect them as pedestrians and bicyclists.

But, 49 of the children killed and 7,077 of the injured weren't walking or driving bicycles. . .they were passengers in automobiles.

Auto crash injury research has proved seat belts protect passengers in collisions and sudden stop situations, ensuring that passengers aren't ejected or thrown around inside a car.

It's every thinking driver's duty to make certain all passengers are buckled before they start their car.

Dr. Uffin gets first-hand experience

Dr. Robert Uffin, head of the Ontario Commission on Truck Safety, decided to find out what it was like riding in the cab of a tractor trailer. So, he accompanied Sears truck driver Leo Corrigan on a trip from Kingston to Toronto. Uffin said it was very successful and educational because "we encountered fog from Port Hope to Toronto."

He got first-hand observation of such things as the length of time it takes one tractor trailer to pass another, how a

truck driver has to contend with merging traffic and exit ramp manoeuvres. Uffin also noted the motorists' behaviour in rush-hour traffic on the 401 across Metro Toronto. "Sitting up in the cab, you're suddenly conscious of what motorists are doing and, in a fog, they're apt to do anything," he said.

Future plans call for him to take a preliminary instruction course at George Brown College and travelling the road with the OPP.



Emergency Parking Only

Planning to take a snooze? Or, park your car on the side of a freeway to go fishing? Or what?

Well, you'd better make sure it's not in an "Emergency Parking Only" zone.

This spring, MTC started posting signs along sections of Highway 401 and major freeways to ban parking on the shoulder unless for an emergency.

This prohibition was a direct result of a three-year MTC study of the 401 between the Quebec boundary and Trenton. It revealed there were 20 fatalities related to parked vehicles, representing 10.5 per cent of total 401 fatalities.

"This hazard could be easily eliminated if drivers use off-road parking



Violators will be fined from \$20-\$100.

available at service centres or truck inspection stations," said Minister of Transportation and Communication James Snow.

The study also revealed the collision occurred at random locations, indicating they were related to the parked vehicle and not the roadway.

In the United States, 15 states prohibiting parking on freeways have experienced a dramatic decrease in fatalities when compared to those which do allow it.

MTC proposes to improve the safety of other freeways by providing rest areas where needed and feasible. When in place, the shoulder parking ban will be extended.

Areas such as the Toronto 401 Bypass where rest areas are not practical will be signed for "emergency parking" only.

"While our freeways have a good safety record," Snow added, "it can be improved by removing the parking hazard just as other fixed hazards have been removed or placed further away from the roadway."

Safe driving tips...

A vehicle moves out from a hidden intersection into the path of an oncoming car. Or, suddenly, a pick-up carrying firewood loses a couple of logs in front of another vehicle.

How many drivers know how to react when the unexpected happens?

Even though good drivers rarely get into emergency situations, they should know what to do and be constantly on the lookout for such hazards.

Driving instructors in Ontario teach several emergency driving techniques which focus on the need for split-second decisions based on the nature of the situation.

Depending on the room to manoeuvre, drivers have three choices of action.

The first is threshold braking where drivers brake as hard as they can without locking up or skidding the wheels. If they feel the wheels locking, they should release the pressure slightly and reapply the brakes until the vehicle comes to a complete stop. Never pump the brakes.

The second, steering around the obstacle, may be possible in some emergency situations. Drivers use the threshold braking technique to slow down while deciding to steer to the left or right of the obstacle. Then, releasing the brake they steer to a safe area. If entering another lane is a "must" check that it's clear.

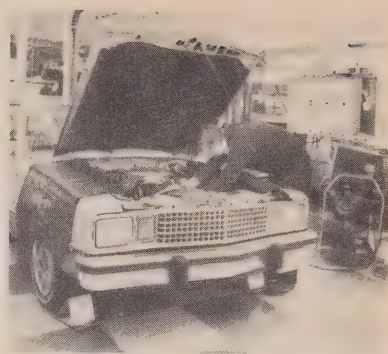
Finally, the four-wheel lock driving technique should be used in an emergency stopping situation. Brakes must be hit as hard as possible, locking up all four wheels.

Maximum pressure must be kept on the brake pedal until the vehicle comes to a complete stop. Remember, with the wheels locked, there's no steering control. And it will travel in a straight line in the direction it was travelling when the brakes were applied.



Practice emergency driving techniques in a safe area with a capable instructor.

Shifting to neutral or de-clutching will also help in all three of these emergency driving techniques because it disengages the "drive" power.



Get your car in shape for spring

Yes, it's that time again.

After long months of cold weather, snow and potholes, your car engine may be in desperate need of a checkup.

For starters, get an engine tune-up, check the points and condenser (if your vehicle has them), plugs, timing, carburetor and ignition.

Obvious faults, such as defective tires or lights are easily spotted, but it takes a trained mechanic to detect other serious mechanical or safety defects.

Ensure that the steering and riding controls — the steering linkage, shock absorbers and springs — are in good condition.

Battery and cables should be carefully examined and repaired if faulty, as well as lights and drive belts. Check windshield wipers, mirrors, horn, radiator, radiator caps, hoses and fan belts.

Ontario adopts new national symbol signs



Figure 1



Figure 2



Figure 3

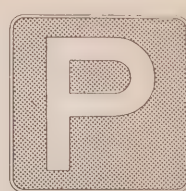


Figure 4



Figure 5

Figures 1 and 2 — Bus stop sign has a symbolized bus and the standard symbol for no parking or no stopping, buses excepted.

Figure 3 — No parking or stopping symbol together with the

handicapped symbol indicates reserved parking for the handicapped.

Figures 4 and 5 — The guide sign parking sign is used to direct motorists to parking areas.

Accidents ...and their causes

The automobile accident.

That's a split second which can change life more quickly and tragically than almost any other.

And until they've had one, few motorists fully appreciate just how unexpected and overwhelming an accident can be. One moment they're relaxed, listening to the radio, chatting with a companion. The next, their familiar world is shattered in flying shards of glass and the pretzelled metal of a wreck.

As the regulatory body in Ontario responsible for drivers, vehicles and highways, MTC participates in and receives a great deal of research work aimed at understanding why and how accidents happen in the hope that, with understanding, will come prevention.

One of the most extensive of these studies was conducted by the Indiana University Institute for Research in Public Safety — an in-depth five-year investigation into pre-crash factors involved in passenger car traffic accidents.

It focused on determining how frequently various human, environmental and vehicular factors were involved in causing car accidents in Monroe County, Indiana. Thirteen-and-one-half thousand police-reported accidents were analyzed; of those, teams of technicians conducted on-site investigations of over 2,200, while another 420 were subjected to in-depth investigation by a multi-disciplinary team.

Although the study's findings do not represent Ontario in a statistical sense, they certainly point out factors likely to be important for MTC in deciding future safety initiatives.

Results are either surprising or expected, depending upon your opinion of your fellow man. Fully 92.6 per cent of all accidents were caused or made worse by human factors, 33.8 per cent by environmental factors, and 12.6 per cent caused or exacerbated by the vehicle. The overlap in these stats result from factors working in combination in some accidents.

Human Factors

The specific human error which caused the greatest number of accidents, or increased their severity, (23.1 per cent), was improper lookout — failing to look, or looking but failing to see — most often before pulling out from an intersecting street, alley or driveway, as well as when changing lanes or passing.

The second most frequent human error, involved in 16.9 per cent of the accidents studied, was excessive speed, generally in relation to the roadway design, but also to traffic and weather conditions. Male drivers under 20 years of age were over-represented in this category.

In third place, involved in 15 per cent

of accidents, came inattention — a factor in many rear-end collisions — where attention shifted from the task of driving, delaying realization that traffic ahead was slowing down or had come to a stop.

Fourth came improper evasive action — drivers who failed to attempt a simple evasive steering action which would have avoided a collision.

The six other specific human errors reported range from over-compensation to improper driving techniques. But one startling factor, which probably caused about 10 per cent of these collisions, was internal distraction. This was where drivers' attention was diverted from the driving task by an activity or event inside the automobile. Conversation with a passenger was a leading source. Another distraction in conjunction with the use of tape decks increased steadily over the course of the study.

Ten different human conditions and states, from alcohol or drug impairment through fatigue, inexperience, emotional upset and being in a hurry were thought to account for 14 per cent of the accidents investigated in depth.

One other finding related to the human factor is significant. Drivers who committed errors leading to accidents had significantly less familiarity with the roadway where the accident occurred.

Environmental Factors

Surprisingly, slick roads resulted in fewer accidents (9.8 per cent) than obstructed views, (12.1 per cent). Usually at intersections, such obstructions ranged from trees or foliage to illegally parked cars and trucks. In the majority of the erring driver was turning left or pulling straight across.

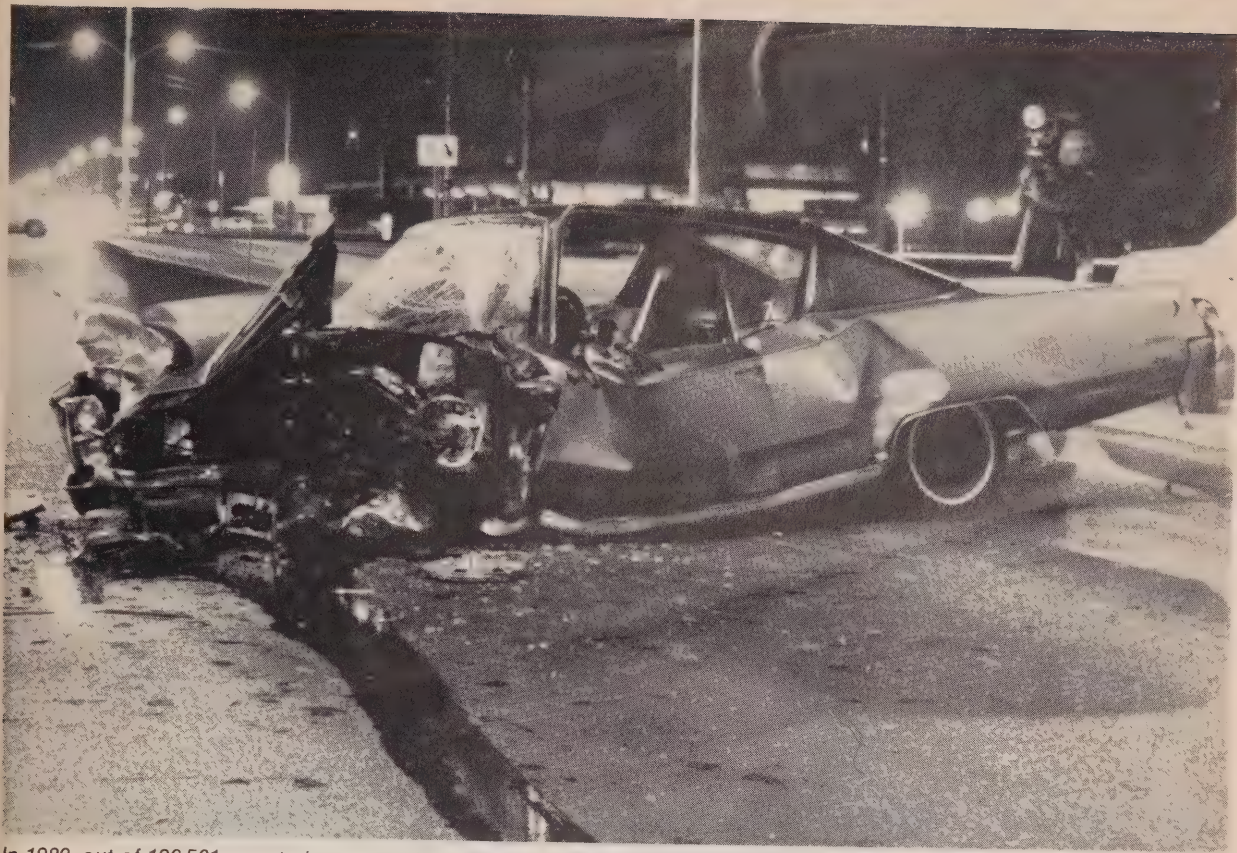
This is one instance where the different ice and snow conditions in Ontario might well have altered the percentages, making slick pavement a greater accident factor.

Other environmental factors, such as highway design problems and inadequate signage, were significantly less important.

Of all vehicle-related problems leading to accidents or making them worse, brake system difficulties were cited most frequently. And of the brake deficiencies, gross brake failure — the



Studies show the greatest number of accidents are caused by improper lookout.



In 1980, out of 196,501 reported motor vehicle accidents in Ontario, 1,296 involved fatalities and 67,391 were injury related.

sudden and complete loss of brakes — happened most often. It was almost exclusively in older cars with single-chamber master cylinders. All new cars have dual braking systems, so brake loss is usually confined to two of the four wheels.

Another brake deficiency often mentioned was side-to-side imbalance, when a vehicle pulled sharply to one side during heavy braking. All vehicles exhibiting this problem had drum brakes in front rather than discs, often with linings worn so thin they permitted metal-to-metal contact.

Vehicle Factors

The second most frequently set of vehicle deficiencies related to tires AND brakes. Major tire/wheel problems were inadequate tread depth and under-inflation rather than sudden tire failure. Tires having little or no tread were most frequently assessed as probable or possible causes in accidents where a vehicle lost lateral traction, while cornering on a wet surface.

Another factor which might well account for a higher percentage in Ontario is windshield obstruction due to ice and snow. So many drivers, especially in

southern Ontario, rely on the windshield wipers to clean away snow that should be removed more thoroughly with a brush or scraper.

Other vehicle-related factors included excessive steering freeplay and inoperable lights and signals.

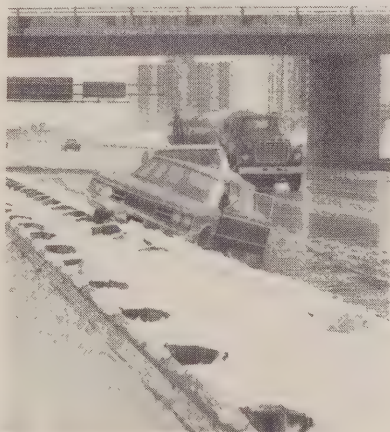
The greater the age of a vehicle involved in an accident, the higher the

probability resulted from a vehicle problem. Older vehicles start to be over-represented at about seven years of age.

Implications

With each study, such as this one from Indiana, we move a little closer to understanding why accidents happen, and how to prevent them. While the study itself did not make specific recommendations, its findings suggest some obvious precautions:

- 1) Pay attention to the task of driving. The study found that recognition factors — not looking, looking but not seeing, inattention, internal distraction — were the single largest cause of car accidents;
- 2) Slow down. Drive at the posted limit or slower, as traffic or weather conditions dictate;
- 3) Use extra caution on unfamiliar roads;
- 4) Be especially careful at intersections, where your view is obstructed by shrubbery — or parked vehicles;
- 5) Have your braking system checked regularly, especially if driving an older car;
- 6) Make sure your tires are properly inflated and in good condition;
- 7) Vision is vital. Clean all windows of ice, snow or any obstructions.



In Ontario, the weather plays an important role in the cause of accidents.

If everyone

If everyone who drives a car could lie a month in bed,
With broken bones and stitched-up wounds, or fractures of the head,
And there endure the agonies that many people do,
They'd never need preach safety anymore to me or you.

If everyone could stand beside the bed of some close friend,
And hear the doctor say "No hope" before the fatal end,
And see him there unconscious, never knowing what took place,
The laws and rules of traffic I am sure we'd soon embrace.

If everyone could meet the wife and children left behind,
And step into the darkened home where once the sunlight shone,
And look upon the vacant chair where Daddy used to sit,
I'm sure each reckless driver would be forced to think a bit.

If everyone would realize pedestrians in the street,
Have just as much the right-of-way as those upon the seat,
And train their eyes for children who run recklessly to play,
This steady toll of human lives would drop from day to day.

If everyone would check his car before he takes a trip,
For tires worn, loose steering wheels and brakes that fail to grip,
And pay attention to his lights while driving roads at night,
Another score for safety would be chalked up in the fight.

If everyone who drives a car would heed the danger signs,
Placed by the highway engineers who also mark the lines,
To keep the traffic in the lane and give it proper space,
The accidents we read about would not have taken place.

And last, if he who takes the wheel would say a little prayer,
And keep in mind those in the car depending on his care,
And make a vow to pledge himself to never take a chance,
The great crusade for safety then would suddenly advance.

Road Alert Australian Road Safety Magazine.



Our man Reavell

Fraser Reavell likes challenge.

"I've enjoyed all the positions I've held with MTC in my near 20 years of service because the jobs were challenging," said Reavell.

Reavell began originally with MTC in 1963 as an accident prevention organizer responsible for safety promotion throughout northern Ontario.

"One of the main safety products we were trying to promote was a driver education course in secondary schools," said Reavell.

By the time he left the area in 1966, all high schools in northwestern Ontario and 90 per cent of those in the rest of the north were offering driver education courses.

Reavell was seconded to implement the regionalization of the driver and vehicle programs and services in '73.

A year later, central region was established and Reavell was manager. "Challenges included the development of the first multilingual automated written test driver machine and the construction of the first large trucking inspection station with the race track design," explained Reavell.

There were other challenges.

For example, an Orillia man who had lost his licence came into the office on Feb. 28. At that time, we couldn't just replace the licence so we couldn't give him a renewal sticker. The man insisted. He climbed up on the counter and started dancing and wouldn't stop until we gave him his sticker. We did."

With background in driver education and the chief driver examiner's course under his belt, Reavell was appointed to his present position as co-ordinator of operational policy on April 1, 1981. The challenge: to establish an efficiency measurement system.

"We wanted to get a true cost handle on everything we propose to do so we can plan our resources in a meaningful way," explained Reavell.

It's obvious Reavell likes challenges and his enjoyment is apparent in the smile that still comes to his face when he talks about them today.

THIS IS THE LAW

Did you know that

Advanced green lights are installed to give drivers a chance to turn at busy intersections — not to give pedestrians or persons in wheelchairs a running start on traffic.

Until the light turns solid green and the walk signal appears, pedestrians or persons in wheelchairs must stay on the curb.

Anyone walking against a flashing green light faces the same fine as if crossing on a red light. . . up to a maximum of \$50.00.



Disabled can drive safely

By Rae Lindsay

A whole new world has been opened up for the handicapped.

It's all depicted in a documentary film "Right of Way" featuring world champion Grand Prix driver Gilles Villeneuve showing the disabled how they can learn to drive to their independence.

It shows modern controls designed to accommodate various handicaps, controls which can be easily installed in the average car.

In the film, Bill Crecco of Crecco's Mobility Systems for the Handicapped, explains how they are used: "By means of a lever mounted on one side of the steering column, people without the use of their legs can mechanically operate brake and gas pedals by twisting, pushing or pulling the lever."

"While one purpose of the film is to educate and encourage the disabled to learn how to drive, another points out to the general public that the disabled, even those severely disabled, can drive

safely," said the Crippled Children's Centre's occupational therapist Marg Young.

It also shows handicapped young people participating in the driver education course Young conceived and coordinated.

Although it came out only in November '81, Young has already taken the film on a three-month tour of New Zealand and Australia, using it as the focal point of her lectures on the abilities of the disabled.

In addition to the tour, the film has been shown in the United States where it won first prize in the transportation section of the International Rehabilitation Film Festival in New York. And "Right of Way" was up against competitors from 20 countries. After the screenings, the Canadian Ambassador to the United Nations, Gerard Pelletier, accepted the award for the film.

The film has also been entered in the American Film Festival in New York this June.



Film shows the driving skills of the disabled at their annual rodeo.

The success and wide acceptance of the film was reflected when it was chosen to premiere the screening room in Canada House, London, England.

Recently it was aired on a variety telethon carried by Global TV.

Produced by Horus Productions, Inc. the film is available in Canada from Canadian Film-Makers, Distribution Center, 144 Front St. W., Toronto, Ont. M5J 2L7.

SAFETY BRIEFS AROUND THE WORLD



CANADA: The Nova Scotia registry of motor vehicles is the first in Canada to make available special licence plates for the handicapped. Bearing the international symbol of the handicapped, they are free to disabled persons who own and operate their own vehicles.

* * *

ENGLAND: Police in Faversham were faced with a pretty fishy situation when several tons of small herring spilled onto a highway. Five cars collided and two drivers injured when the vehicles skidded and crashed on the squishy fish and oil slick.

* * *

U.S.A.: Goodyear has developed the heaviest tire in the world, standing three-and-a-half metres (11.5 ft.) high and weighing 5,682 kg (12,500 lbs). It was designed for use on giant front loaders used in massive road building and mining operations. The tire is available for a nominal cost of \$73,000.

* * *

HONG KONG: Movie mogul Sir Run Run Shaw paid \$66,000 for a special licence plate for his \$55,000 Rolls Royce. The demand for such plates is so high the government auctions them off. Since May 1973, they've auctioned off 1,010 plates bringing in a revenue of \$3.5 million — all of which went to charity.

* * *

CANADA: Motorists on the Trans-Canada Highway near Lake Louise, Alberta were "hog tied" when more than 200 pigs marched down the road after a transport truck loaded with the porkers overturned.

* * *

TOKYO: Isuzu Motors Ltd. and Kyoto Ceramic Co. are developing ceramic engines which will save 30 per cent on fuel bills. Highly heat resistant, they don't need a cooling system. Work is still needed, however, to reduce production costs and make them less fragile.

* * *

BRAZIL: Latin America's biggest country has the most alternate-fuel vehicles in the world. More than 400,000 are running on pure alcohol made from Brazilian sugar cane.

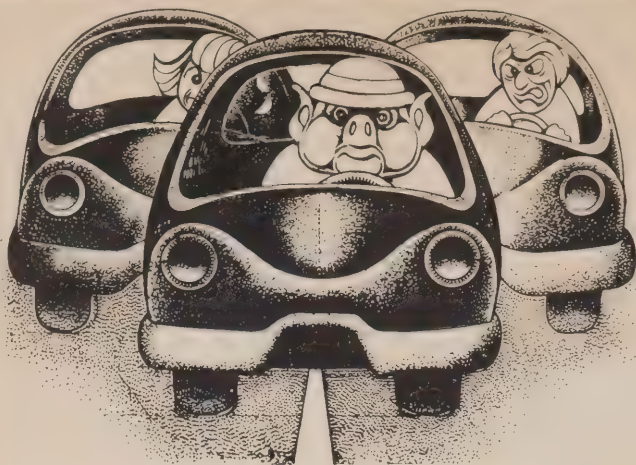
* * *

U.S.A.: A "sober-up" pill could be on the market within the next 10 years, according to Professor Ernest Noble who said it would enable drunk people to sober up within 15 minutes. Apparently it causes a surge of adrenalin in the blood which, if strong enough, erases such symptoms as disorientation and aggressiveness.

* * *

CANADA: Dave Dores, a 37-year-old father of two and safety consultant from Edmonton, doesn't take any chances. After being thrown through a windshield at 18, he started thinking of safety. Today, he even wears a motorcycle helmet while driving his truck on the highway and a hard hat when in the city.

* * *



ROAD HOGGER

Drivers like this deserve what they get. They drive over the middle line on the road to keep anyone from passing and scare the scalps off drivers going in the opposite direction. They never seem to tire of their fun until they meet a like driver on a sharp curve or on top of a hill.

Belt up, lads!

Great Britain made it mandatory for all occupants of front seats, except those granted special exemption certificates, to wear seat belts.

It's also mandatory for children from birth to 14 to be in child restraints while riding in a front seat.

Running 1.6 km in four minutes is equal to travelling at an average speed of 24 km/h. Imagine if that runner hits a brick wall head-on at that comparatively low speed. Thinking about it will help everyone realize low-speed collisions can kill.

* * *

They say some pedestrians who cross streets should be equipped with red capes they could wave in front of the charging grilles and bumpers. Those who survive could be awarded not the bull's ear, but the car's hood ornament.

QUEBEC SAFETY LEAGUE

Coming Events

April 25-28, 1982: Ontario Traffic Conference Annual Convention, Holiday Inn, Windsor. For further information contact Ms. Annette Easson at (416) 598-4138.

May 3, 1982: Humber College driver instructor course. For information contact Kate Dorbyk at (416) 675-3111 ext. 455.

May 31- June 2, 1982: Vehicle Accident Investigation Course, Ontario Safety League. For details, call E.L. Moore, manager, Traffic Safety Department, 82 Peter Street, Toronto, M5V 2G5, (416) 362-1516.

July 5, 1982: Teachers' preparation course on driver education commences at Don Head S.S. For further information call P. Randall at (416) 746-2622.

July 12-15, 1982: 8th International Forum on Traffic Records Systems in Las Vegas, Nevada. Workshops for four days are designed to provide delegates with further guidance in the use and application of traffic records systems to make them more effective in improving traffic safety. For details contact Ted E. Dudzik, staff representative Traffic Records Committee, National Safety Council, 444 North Michigan Ave., Chicago, Ill. 60611 at (312) 527-4800, ext. 238.

ontario traffic safety

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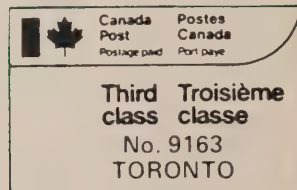
Hon. James Snow, Minister.
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Ministry of
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Ontario Traffic Safety



MAY/JUNE 1982

VRS — December 1, 1982

In another year, the last day in February should lose its power to turn women faint and men pale.

Why?

Because the proposed new Vehicle Registration System (VRS), is due to introduce the concept of staggered vehicle registration renewal, drastically reducing annual last-minute, mile-long lineups for new licence-plate stickers.

Of course, human nature being what it is, there will likely be those of us who'll wait until the bitter end before heading down to the issuing agent no matter what MTC's closing date is.

But at least we won't be competing with the rest of the province's procrastinators — just those who were born in the same month.

Under the new system, at least 30 days before your birthday, you'll receive an Invitation to Renew Document — a little reminder that your vehicle's registration is coming up for renewal. One will arrive for each vehicle regis-

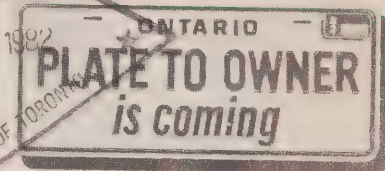
tered in your name, with the exception of trailers, snowmobiles and commercial motor vehicles over 3,000 kg, all of which are licensed differently.

Then you'll have to drop into your local issuing agent and pick up a new sticker, which will show both the month and the year of its validity.

But in order to get this new system off the ground, there'll be a year in which it overlaps the present renewal-by-February method.

So, beginning Dec. 1, 1982, you'll have to renew your registration by the end of February as you do now. But, for that one year, the annual renewal cost will be divided by 12, to arrive at a cost per month. Then, you'll renew for the specific number of months you need to carry you to your birth month.

If you were born before June 1, you'll purchase a registration sticker which will include each month from January to your birth-month, plus another 12 to take you to your next-birthday.



For example, if your birthday is in April, you'll go to your agent between December and February, and buy a sticker valid from Jan. 1 to April of the following year — 16 months. After that, you'll renew for 12 months as usual, every April.

If you were born on or after June 1, you'll make two trips to your agent that first year. One will be before the end of February, to purchase a sticker valid until your birth-month (say September). Then, in September, you'll go back and purchase another sticker for the following 12 months.

At the end of this "overlap" year, everyone will be on the new system of birth-date renewals, spreading any line-ups over a full 12 months, instead of just three.

All of which will make life much easier for the public and MTC alike.

Fatalities down

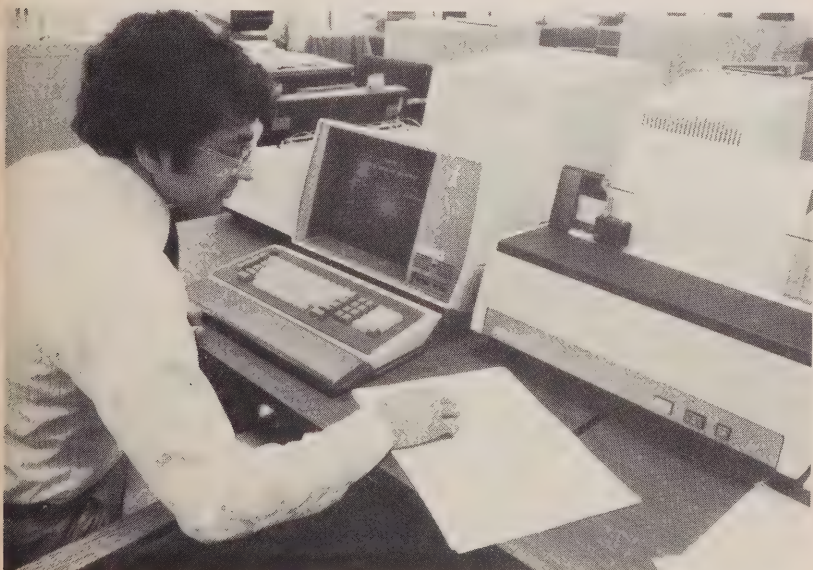
Through 1981, 1,445 people died in highway-related accidents against 1,508 in 1980 — the lowest since 1964 when there were 1,424.

And, the number of injuries also dropped slightly to 100,321, down one per cent from 1980, when 101,367 people were treated or hospitalized.

Transportation and Communications Minister James Snow was pleased to note the decreases, but still considered the statistics to be quite sobering.

"They represent a waste of human life which must be considered unacceptable," he said.

"We're approaching the summer season, traditionally our worst when it comes to fatal motor vehicle accidents," Snow added, "but with a little courtesy and concentration, we could reverse that trend."



A new computer system will provide up-to-date vehicle registration information.

More places to get Class "M"

Motorcycle enthusiasts can now get their class "M" licence through the Ontario Safety League or recognized provincial schools and colleges.

The Ministry of Transportation and Communications has granted signing authority to these institutions to approve applications.

Students who successfully complete a driver training course simply take the approved application to a ministry office for validation. It's the same procedure used to obtain a motorized snow vehicle operator's licence.

The policy follows the Canada Safety Council's motorcycle training program and provides "on-the-bike" practical instruction for beginners.

Motorcycles are provided for student use, supplied free of charge by local motorcycle dealers interested in safety.

While most of the course is practical, information also includes maintenance, defensive driving, risk awareness and rules of the road.

Statistics prove the majority of motorcycle accidents involve motorcyclists with less than six months' experience.



Courses aimed at defensive driving.

The educational centres running motorcycle driver-training courses with signing authority to approve applications are listed below:

Barrie	Georgian College
Belleville	Belleville Recreation Department
Downsview	M.T.C.
Guelph	Conestoga College
Kingston	Frontenac County Board of Education
London	Fanshawe College
Oakville	Sheridan College
Ottawa	Ottawa-Carleton Safety Council
Peterborough	Sir Sanford Fleming College
Sudbury	Cambrian College
Thunder Bay	Northern Motorcycle Safety Inc.
Toronto	Ontario Safety League
Windsor	St. Clair College



A cry for HELP . . .

"I'll never forget it."

How many people say these words, recalling a tragic traffic accident.

Whether someone is involved in an accident or comes on to the scene, everyone should know what to do.

St. John Ambulance is trying to educate people in first aid and have produced a 12-minute film that offers something new.

Entitled "Cry for Help," it's a dramatization of an all too familiar situation — a car goes out of control, off the road, a child hurt, another missing, their mother seriously injured.

A professional driver is the hero and, using first aid training, demonstrates what to do and what not to do to help

the victims.

Pointing out there are priorities in an emergency such as being aware of dangers which could make things worse, the pro gives first aid right away to people with life threatening injuries, sending for help and locating all other victims.

Frank McEachren, president St. John Ambulance Ontario, says: "The film isn't going to make people experts, but it's a start in encouraging good driving habits, and persuades viewers to learn safety-oriented first aid."

Funded by Allied Van Lines and the Allstate Foundation, both organizations with an interest in safe driving, it's available through St. John Ambulance.

THIS IS THE LAW

Did you know that

Under the Highway Traffic Act, littering on a highway is prohibited. Anyone throwing or depositing any rubbish, refuse, waste or litter or any glass, nails, tacks or scraps of metal, along or adjacent to the highway, is guilty of the offence of littering which carries a fine of \$20 to \$100.

"So, "keep Ontario beautiful."



A safe vacation is a happy vacation

Summertime.

The birds are singing, the sun is shining, and more people in Ontario die in motor vehicle accidents than any other time of the year.

It certainly doesn't have to be that way. You'd expect summer to be the season with the fewest number of serious accidents: the pavement is drier, the sun is out longer, and visibility is better than during the rest of the year.

Yet statistics belie those ideal conditions.



In 1980, there were 243 reported accidents involving a farm tractor on Ontario roads.

There are many factors which account for the high summer toll, some as complex as the people behind the wheel. But one of the more easily identifiable is that most people take their vacations in July and August, and vacation driving is a very different business from regular commuting to the office.

Safe vacationing starts before you leave the driveway.

The first step is to make sure the car is prepared for the extra demands a trip will make on it. Have it serviced by a reputable mechanic, making sure special attention is paid to the safety features — lights, tires, brakes, suspension, steering and windshield wipers.

Stocking up on some spare parts isn't a bad idea either. A fan belt, rad hoses, points, plugs and fuses may be all you need to get underway again.

And every car should have a first-aid kit, flashlight and fire extinguisher in case of emergency.

How often have you seen cars headed off to the cottage or campground crammed to the roof with enough supplies for the retreat from Moscow? Besides overtaxing tired old springs, it's illegal to drive a vehicle with the driver's view obstructed to the front, sides or rear.

Plan trips well in advance. Know where your cut-offs are to avoid those dangerous moments of indecision on the highway. If you miss your turning, don't back up on a freeway, or any highway.

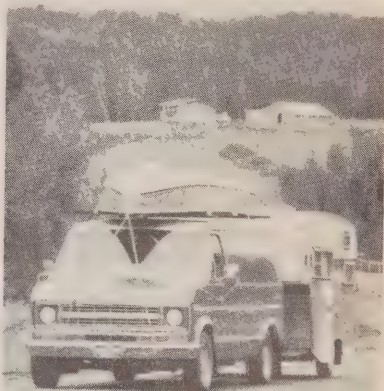
Not only is it illegal on all divided highways, it has caused over 200 accidents over the last four years.

Once underway, make periodic stops to break the monotony of a long drive. And stretch your legs. Don't try to cover too many miles in one day. It's a vacation, remember?

So much driving is done on expressways, it's easy to forget the old-fashioned hazards of driving on those country roads you're likely to visit.

Gravel and dirt surfaces present special problems, starting with visibility. A hot, dry summer day can turn a gravel road into a dust bowl. Following another car too closely can be like driving in a cloud. If it stops suddenly, you won't be able to see the tail lights until they're part of your dashboard. So drop behind far enough to make sure you have a clear view of the road.

You can start to skid on a gravel road



Vehicles should be prepared for the extra demands required by a vacation trip.

at just about any speed if you have to turn or break suddenly. So remember to reduce speed.

Farm machinery making lefthand turns is the major cause of accidents involving such vehicles. When drivers see just one flashing light, they assume the four-way flashers are on to warn of the speed, with one rear bulb burnt out. Then when the farmer starts to turn left, the car pulls out to pass. So be especially careful when overtaking.

And, finally, whether you're heading for the cottage or the corner store, buckle up.

A guide to vacation drivers

Ontario is richly endowed with a fascinating variety of flora and fauna. One of the most interesting of the wild kingdom's citizens is the Vacation Driver, seen on our shores in abundance during the warm summer months.

The Vacation Driver is easy to spot, but is best observed from a distance, since close contact may prove dangerous.

Distinguishing Characteristics

These critters come in all shapes and sizes, but are easily recognized by their loaded luggage racks and towed boats and trailers.

Vacation Drivers also exhibit some common behaviour patterns. They are usually in unfamiliar territory, thus are often slow and hesitant, undecided about whether to take this exit or that, unsure of whether or not they're on the right road. They may even be trying to read a road map and drive at the same time.

Such signs of confusion frequently show up at intersections of main highways and in urban areas — good places to use extra caution while observing the Vacation Driver.

Habitat

Where you least expect them.

Call

Usually a simple request for directions in a bewildered or pleading tone. The Vacation Driver responds well to a helpful, sympathetic answer.

Observation Tips

Although quite friendly off the road, the Vacation Driver should be approached with caution on a highway. Keep your distance, and allow for any spur-of-the-moment turns or sudden decisions.

Patience is key to successful observation. Give Vacation Drivers a few seconds to get their bearings. A blast on the horn may well frighten or anger them, with disastrous consequences for you both.



Bicyclists enjoy scenic bicycle paths.

Ride safely...

Bicyclists — stay alert

Whether it's a 10 speed racer or a fun bike or a bicycle built for two — the bicycle is today's vehicle and judging by the thousands of cyclists on our streets and roads — it's tomorrow's, too.

So, after the enforced winter and hibernation of your bicycle, you're probably eager to get back to pedal power.

Before you hit the road, however, there are a few preliminary steps you should take to ensure your bike is safe.

And, remember bicyclists are drivers too. Every bicyclist, young or old is responsible for using safe driving habits as well as obeying the law. Failure to do this can result in an accident with the bicyclist usually coming out the loser.

If the bike fits, ride it

Ride a bike that fits you. The size affects the rider's ability to reach and use the steering, pedals and braking controls.

Adults and children should be able to reach the ground comfortably with the ball of the foot while sitting upright on the seat.

Give your bike a tune-up

Check the tires, wheel spokes, chain and lighting and horn systems. The bike should be well oiled and loose nuts and bolts tightened.

Check the braking ability on both wet and dry surfaces.

Check alignment. Does the bike veer to one side when it is pushed forward? If so, it's out of line and needs adjustment.

Cyclists are drivers too

Now you're ready for that first outing. But remember, bicyclists are considered to be drivers under the law and, as such, traffic rules and regulations, signs and signals. . . all apply just the same to cyclists as to motorists.

Because bicycle operators are required to signal turns and stops, a knowledge of proper hand signals is a must.

Make sure you're visible

You are one of the smallest units on the road when riding a bike and it's not always easy for motorists to see you.

Under Ontario's Highway Traffic Act. . . in order to be seen by other vehicle operators. . . you must have a proper reflection/lighting system.



It's important for bicycles to be the proper size and in safe operating condition.

stay alive

This includes a white or amber light on the front; a red reflector or light on the rear; red reflective material at least 25 cm long and 25 mm wide on the rear, and white reflective material at least 25 cm long and 25 mm wide on the front forks.

You'll need that equipment if you're going to ride after dark. Or, in the daytime when it's raining or foggy. Or, any time you can't see people or vehicles on the road at a distance of 150 metres or less.

Special bike rules

Some additional rules pertain only to bicycles. It's illegal, for instance, to carry a passenger on a bicycle designed for one. And you're not allowed to grab on to another vehicle to catch a free ride.

Stay close to the righthand curb. Ride in single file and keep both hands on the handlebars at all times, except when signaling.

At busy intersections get off your bicycle, wait for the green light and then walk it straight across to the other side. Never drive your bicycle in the crosswalk at any intersection.

And, no matter what speed your bicycle is capable of, it's against the law to take it on roads where the speed limit is more than 80 km/h or 50 mph.

Avoid these pitfalls

No examination is required for a cyclist to ride in traffic. But it's your common sense, not the law, that can save you from death or injury.

We've discussed many of the do's of cycling, now here are a few don'ts. Don't dart out onto the roadway from driveways or between intersecting streets. Don't turn across the flow of through traffic. And, watch out for roadside car or truck doors opening suddenly from a stopped or parked vehicle.

Bicycle accidents

Seems like a lot of rules and regulations? Well, latest statistics indicate more than 1.2 households in Ontario have



Bicycle rodeos teach children the importance of being a safe and expert cyclist.

bicycles. In 1980 a total of 3,355 cyclists were involved in traffic accidents with 3,284 injuries. And... a final sobering statistic... 30 were killed.

Injuries and fatalities usually result from one of three things: the bike wasn't equipped with the proper safety



Ride single file and in the direction of traffic at all times.

items; the cyclist wasn't adhering to the rules of the road; or the driver of the "other" vehicle was careless.

Regardless of fault, it's not often the motorist/trucker is injured in a collision with a cyclist. Always driving safely will help offset your vulnerability.



Proper hand signals are a must.



Bicyclists must stop at all stop signs.

SAFETY BRIEFS AROUND THE WORLD



ENGLAND: One in three drivers killed in the U.K. has a blood alcohol level over the legal limit. The figure increases to two out of three during the hours after bars close.

YUGOSLAVIA: New drivers in this country must attend 25 hours of driving theory in a state-run driving school classroom and complete a minimum of 30 hours behind the wheel in a driving school car.

GERMANY: It's compulsory for every motor vehicle to carry first aid kits.

GREAT BRITAIN: The penalty for failing to stop after an accident has been increased from £100 (about \$225) to £1,000 (about \$2,250). It's hoped this will decrease the number of hit-and-run offences.

CANADA: The City of North York is cracking down on motorists who park in spaces designated for disabled drivers. Contravention of a recent amendment to North York's parking bylaw will result in a fine up to \$2,000.00. Parking lot owners also face fines if they don't notify police of cars illegally parked in such spaces.

U.S.A.: The Consumer Federation of America is urging the beer, wine and liquor industry to place drunk driving warnings on all bottles. Such labels would carry warnings pertaining to drunk driving, birth defects, cirrhosis of the liver, loss of mental activity, cancer and related problems.

ENGLAND: Parking illegally in London can cost — especially near Buckingham Palace. Scotland Yard demolished such a car on the off-chance it had been booby-trapped.

GERMANY: Running out of gas on an autobahn is considered an unnecessarily disabled vehicle and is against the law.

U.S.A.: Maryland raised the drinking age for beer and wine to 21. Previously, 18-year-olds could purchase beer and wine, but not hard liquor.

U.S.A.: The motorists in California's San Gabriel Valley have the ultimate in self-service gas stations. U.S.A. Petroleum Corp. unveiled the futuristic pumps at eight stations. Working on the same principle as the computerized tellers at banks, customers insert a card into a computer terminal near the pump, punch in a personalized four-digit number and gas up. Of course, if the information recorded is not correct, you're out of luck. The cost of the purchase then goes to a clearinghouse and the customer's account is debited.

"55 Alive" — mature drivers

If you're 55 and over and want to brush up on the newest traffic rules and hone your driving skills... then the Canada Safety Council has the course for you.

Entitled "55 Alive," it's geared to the needs of the mature driver, concentrating on the physical changes of older people in relation to vision, hearing and medication, as well as changing road conditions, rules and regulations.

Dick Greene, manager of the traffic section of the CSC, says studies show that based on the number of kilometres driven by drivers 55 and over, they are involved in more collisions than their younger counterparts.

They also show most physical changes affecting driving ability begin, on the average, at about 55, and often tend to accelerate without the older driver realizing it.

As people age, for example, their vision becomes less acute, peripheral vision narrows, they're more sensitive to

glare and require more light to see properly.

In addition, some may have a hearing impairment. And their reaction time can be reduced, either because of age or a medication they're taking.

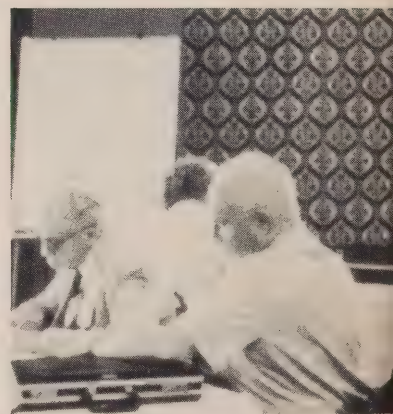
The course consists of lectures, slide presentations, discussions and instructor guidance. There's no actual driving involved.

It's purpose is to improve skills and provide ways of compensating for physical limitations.

Greene is one of the instructors who will cross Canada training volunteers, themselves over 55, to instruct 55 Alive courses in their areas.

According to Greene, this refresher course was initiated by the National Association of Retired Teachers and National Association of Retired People in the U.S.

The CSC became aware of it in 1980 and adapted it for Canadian drivers. Here, it will also highlight pedestrian



Candidates receive all their driver training in a classroom.

safety from the viewpoint of the victim as well as the driver.

"55 Alive" is scheduled to make its debut in Nova Scotia then cross Canada. It's scheduled to arrive in Ontario this autumn.

"This new concept is vital today, as the percentage of Canada's drivers in the over-55 group increases," said Greene.

Lights on?

It's 4 p.m. You're driving down a two-lane highway as a large dark thunderhead builds in the stormy sky. As the storm unleashes its fury on the countryside what is the first thing you do? Answer: Turn on your headlights.

Why?

Studies in recent years show that turning on your headlights during bad weather — rain fog or snow — even during clear daytime conditions, adds up to increased driver safety.

And there's strong evidence that driving with low beams on during the daytime is a safety factor. When Greyhound Bus Line ordered its fleet to operate continuously with headlights back in the 1960s, daytime collisions decreased 24 per cent in the first year.

More recently, when the Checker Cab Company in New York City used headlights during daytime running in a one-year trial, collisions were reduced 7.2 per cent.

Daytime lights have been mandatory year-round in Sweden since 1977. So far, there hasn't been a full report, but



Headlights on ensure the vehicle stands out, regardless of the background.

partial data for one-year shows multiple vehicle collisions were reduced 4.8 per cent.

Current Ontario regulations require the use of headlights from a half hour

after sunset until a half hour before sunrise — and at any other time persons or vehicles are not clearly visible at a distance of 150 m or less because of poor weather or light conditions.

A federal law requires head and tail lights on motorcycles to light up automatically when they are put into gear with the engine running. And Ontario mandated the use of motorcycle headlights at all times in July of '77.

A big plus for using headlights during the daytime is that they increase the "safety gap" by making highway passing less risky.

Brightness becomes the main factor in detecting objects as ambient light declines and the ability to discriminate colour is lost. Bright colours and shiny bumpers fade as that light fades.

Running lights, on the other hand, ensure that a vehicle stands out, regardless of background. And these can be either headlights or a combination of headlights and driving lights, for example.

Tests by Transport Canada researchers on two-lane highways, first with oncoming vehicles unlit, then with their low beams on at various intensities, showed unlit vehicles created a more dangerous situation than expected.

During those tests drivers underestimated the distance of oncoming lit vehicles, reporting them to be closer than they actually were. And they overestimated the distance of oncoming unlit vehicles.

In the light of this evidence, it was concluded that it's safer driving during the daytime with the low beams on, especially on two-lane highways, as well as anytime light conditions are poor.

Safe driving tips...

Driving a vehicle in traffic can be difficult.

And, concentrating on this task can be even more difficult during heavy traffic summer months.

In fact, driving leaves drivers with little time for anything else, even casual conversations with passengers.

And, a key to successful accident-free summer (or winter) driving involves one of the most important senses — vision.

How far ahead drivers can see depends on traffic flow density. On the highway, for example, drivers should look ahead and allow peripheral vision to take care of what's up close.

Good drivers keep their eyes moving continuously. They don't just stare ahead.

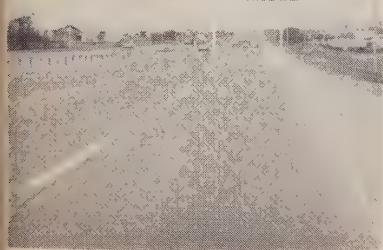
They develop a systematic routine for looking ahead, from side to side and looking in the rear view mirrors.

Mirrors should be checked every five to 10 seconds — and always before stopping, turning or changing lanes. Some outside mirrors have a curved glass making objects appear closer than they actually are.

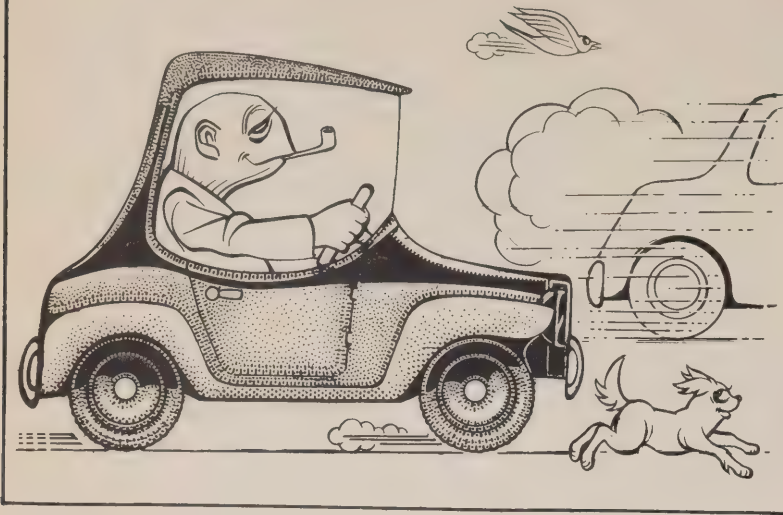
Even if mirrors are correctly positioned, every vehicle has its blind spots. To avoid trouble, drivers should be aware of their blind spots, and help other motorists by not driving in theirs.

It's every driver's responsibility to drive safely. So, drivers should develop good driving practices... and remember, being able to drive is a privilege.

Look UP and ahead



CRAWLER



Here are the motorists who believe very slow driving, even on expressways, is the only safe and sane way to go. Perhaps they wouldn't harm a fly or are stubborn, but they fail to realize that their snailpace is a potential box of dynamite if some frustrated driver following rams into them or attempts to pass at the wrong time.

Selective Traffic Enforcement Program

If you live in Sault Ste. Marie (Ont.) or are just passing through, watch for STEP — a special traffic safety program.

The Selective Traffic Enforcement Program involves random checks on vehicles and a crackdown on the use of seat belts, drinking drivers, speeding, traffic light and stop sign infractions, plus bicyclists and pedestrians who ignore

safety regs.

Checks will be made on a 24-hour basis with the hope of decreasing the city traffic fatalities and injuries.

A similar program was used successfully by Ottawa police since May 1977.

Originating in Tacoma, Wash., STEP had a marked impact on accident and fatality rates.

Coming Events

July 11-14, 1982: 61st Annual Conference AAMVA Region I, Holiday Inn, Kent St., Ottawa. For further information contact Greg Little (416) 248-7276.

July 13, 1982: Humber College driver instructor course — part-time. For information contact Kate Dorbyk at (416) 675-3111, ext. 455.

July 19, 1982: Humber College driver instructor course — full time.

July 25-31, 1982: Farm Safety Week.

August 9-10, 1982: Human Relations Course for supervisors, Ontario Safety League. For details, call E.L. Moore, manager, traffic safety department, 82 Peter St., Toronto, M5V 2G5, (416) 593-2670.

Staff Writers

The articles in this magazine were written by the following staff writers, Public and Safety Information Branch of the Ministry of Transportation and Communications:

Anne Kelly
John Russell
John Shragge

Contributions or queries should be addressed to the Editor.

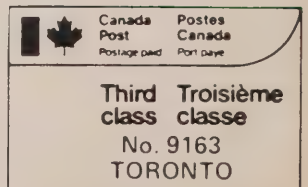
ontario traffic safety

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Hon. James Snow, Minister.
H.F. Gilbert, Deputy Minister

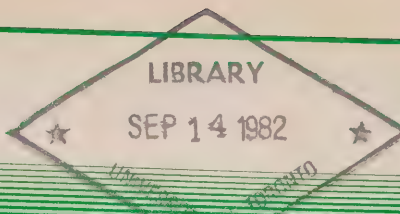
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Ontario Traffic Safety



Ministry of
Transportation and
Communications



JULY/AUGUST 1982

Increased penalties

Stiffer penalties come into effect Sept. 1, 1982, for motorists who fail to stop for school buses.

The Ontario government is increasing the \$20 to \$100 fine to \$100 to \$500. Second and subsequent offenders face fines from \$250 to \$1,000 and/or up to six months in jail.

In addition, drivers will lose six demerit points instead of four for each conviction.

The new legislation will also include a mandatory stopping distance of 20 m behind a bus — approximately the length of a tractor trailer.

Remember, traffic going in both directions must stop for a stationary school bus flashing its red lights. The only exception is on multi-lane highways with median barriers. Then only traffic behind the bus must stop.

To further ensure children's safety, as of Sept. 1, 1983, every school bus carrying 10 or more passengers must have a stop-arm device.

It's an official stop sign, about 60 cm in dimension, with two flashing red lights, mounted on the left side of each bus, only 1.5 m from the ground.



Failing to stop for school bus will now cost drivers six demerit points.

"The flashing lights are too high, so drivers have to look up to see them. But, they would see a stop-arm right at car level," said Fred Morrison, a consultant for the Transportation Department of the Etobicoke Board of Education (EBE).

EBE school buses have used stop-

arms for about two years. Frank Pool, an EBE bus driver for 13 years, said they have been a big improvement.

"The motoring public still doesn't always respond to the stop lights," he said. "But the stop-arms have reduced the number of drivers who drive by us."

Installation of new VRS computers

Ontario is getting closer to VRS.

By the first week in October of this year, MTC's 320 licence issuing offices across the province will be equipped with computers to accommodate the new vehicle registration system or "Plate-to-Owner" to be introduced on Dec. 1.

Based on annual transaction volumes over the previous two or three years, offices were studied to determine how much equipment was required. Using such data, they were then designated as single or multiple-station locations.

The 210 single station offices will be equipped with a 2110 system which includes a terminal (screen and keyboard) with a built-in controller unit, plus an attached diskette drive and printer.

The 110 multiple stations will use the 2140 system, consisting of at least two terminals with two printers and an external controller unit. Of this total, approx-

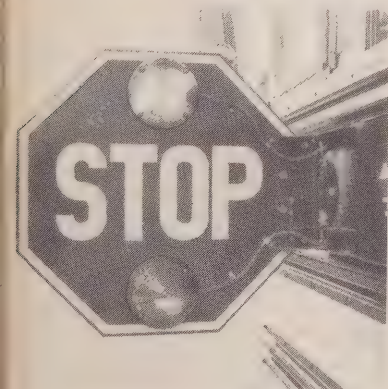
imately 30 will have two controller units with four or more terminals.

The largest equipment allocation will be at the ministry's Queen's Park office in Toronto which will be equipped with 10 terminals with 10 printers and three controller units.

Parallel to installation will be a training schedule. From August to October 1, the approximately 800 employees from the province's licence issuing offices will learn how to operate the equipment.

Albert Bene, MTC's system installation co-ordinator, reports positive response from issuing agents and personnel.

"The new VRS will result in a manageable flow of vehicle registrations through the years and eliminate landslide work loads," he said. "And the computers will create an even more efficient operation."



Stop-arm device with its flashing red lights on left side of bus.

The siren sound of safety

Bill Ward, nationally recognized expert on driver, traffic and vehicle safety, is a crusader. And he's determined to make all of us, particularly operators of emergency vehicles, safe and skillful drivers.

His enthusiasm is contagious. And it's obvious the moment you step into his classroom. His commitment to sharing his knowledge of the driving task creates a dynamic and stimulating atmosphere.

Ward has designed a 10-hour ambulance driver training course available to ambulance personnel as well as police and fire vehicle drivers across the province.

Ward is one of only 13 who are qualified to teach professional driving in Canada.

His credentials are encyclopedic. He's a graduate of Penn State University, qualified in such areas as accident investigation and reconstruction, fleet management, commercial driver training, high speed driver training, defensive driver and instructor training. He also hosts the good driving show on Kingston's CKWS-TV and radio.

His course, which has the approval of the Association of Casualty Care Personnel, is divided into classroom and practical training.

Ward explains that there are three major facets of the transportation system — the driver — the vehicle — the environment.

Students are made aware of their roles, capabilities, limitations and interactions on the road.

The successful graduate will possess the judgement and skill necessary to translate the theory of quality driving into appropriate, safe performance behind the wheel.

The first segment — the driver — sets

down a number of aspects of the driving task to be understood and absorbed by the student, including:

1. The psychological and physiological aspects of driving;
2. Systematic analysis in the operation of a vehicle which includes sensing, identifying, predicting, deciding and executing appropriate manoeuvres;
3. Visual and aural perception and an awareness of the behaviour of the driving public;
4. Awareness of responsibilities on the road;
5. Pre-ignition vehicle inspection;
6. An understanding of pre-driving habits; and
7. An understanding of defensive driving.

The second section — the vehicle — aims to teach the student to:

1. Identify key mechanical/vehicle factors related to increased vehicle crash risk;
2. Define friction, kinetic energy, inertia, velocity, centrifugal force, force of impact and gravity;
3. Describe the effects of natural laws on motor vehicles; and
4. List and describe the purpose and importance of vehicle safety components.

The third part — the environment — discusses:

1. Weather conditions which influence vehicle operation and their relative significance;
2. Roadway characteristics and their influence on vehicle dynamics and operation; and
3. Traffic situations which affect the operation of a vehicle.

Ward then addresses the practical application of emergency vehicle operation, including the legal aspects,



Bill Ward, originator of emergency vehicle driver training course.

policies, responsibilities, habits and skills necessary for the proper operation of an emergency vehicle.

When it's time to hit the road, Ward demonstrates correct seating and steering positions and emphasizes the need to be familiar with the instrument panel and safety procedures on the driving range.

He explains his comments will be both negative and positive, and he expects two-way conversation.

Four basic manoeuvres illustrate effective steering, stopping, evasive driving and skid control.

First, the serpentine course. Snaking in and out of a row of cones is an exercise designed to provide a sense of proper rhythm and proper hand positions required to handle an automobile.

Controlled braking comes next. This exercise is designed to give the driver the experience of performing a maximum controlled stop while still retaining steering control.

The third manoeuvre is designed to show the evasive capability of an automobile in relation to its stopping capability. The student practises handling emergency evasion — driving around an obstacle and returning smoothly to the original lane — and how to avoid panic braking.

Skid control provides instruction in the proper driving technique needed to correct the skid.

On the road, the nature of traffic accidents and how to avoid them concludes the course.

So, the emergency vehicle driver who takes the course and conscientiously applies Bill Ward's driving techniques, is virtually guaranteed to become a more expert driver.

Anyone interested in taking the emergency driver/training course can contact Ms. Bev Johnson, executive secretary, Association of Casualty Care Personnel, R.R. 2, Inverary Ontario, K0H 1X0. Tel. (613) 353-6800.



Fireman hoses surface to simulate wet road conditions for skid control training.

50 YEARS

ACCIDENT-FREE

Imagine! Driving a school bus for 50 years without an accident!

Impossible? Well, not for Frank Haight. He's been driving local children in Prince Edward County to school in Wellington, Ont., since 1932 — right up to his retirement in June.

Haight, an 80-year-old farmer, attributes his perfect record to always being cautious, especially on roads in poor condition.

"I've driven some pretty bad roads in the winter," he said. "They were icy and weren't sanded. So, I drove according to road conditions and didn't take any chances."

Today Haight is an honoured member of his community. In June, Prince Edward County citizens, his wife, Ruby, and daughter, Margaret, held a special ceremony to applaud his efforts.

Among his awards, Haight received congratulatory letters from Ontario Premier Bill Davis (presented by local MPP James Taylor), Prime Minister Pierre Trudeau and federal opposition leader Joe Clark.

Picton OPP Constable Don Watt presented Haight with a gold pin from

"I had the privilege of riding with Frank on his first trip," said Parks. "I can remember the bus was so new, shiny and comfortable. And Frank had the ideal temperament for a bus driver — placid, but firm — and always a twinkle in his eyes."

For the last 17 years, Haight's route was expanded to 50 miles a day. First he



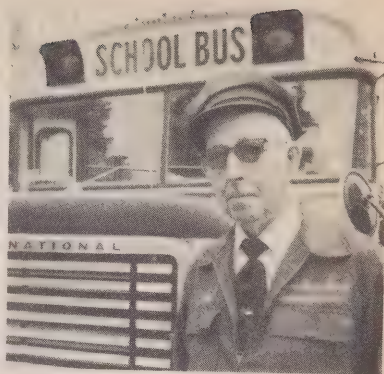
Local MPP James Taylor presents Haight with Premier Bill Davis' letter.

took the younger children to the Wellington PS then the older ones to the Picton high school.

"Surprising or not, I had approximately 35 to 40 children on that three-mile run. Today I'm not drawing many more...and I'm on a longer run."

Haight said he never minded the driving because the children made it enjoyable.

"You've got to look for the good in children," he said. "I knew when I got



Continuous concentration and "watching out for the other fella as much as yourself" is Frank Haight's recipe for accident-free driving.

in the bus in the morning they were going to have some jokes and stuff for me."

Helen Snider who rode with Haight in the 50's said he liked to treat children.

"Frank always gave us chocolate bars on our birthdays, Christmas and at the end of each year," she said.

This love was reciprocated by the children. Over the years, they've given him gifts and cards on special occasions. But, their true devotion showed in their day-to-day obedience on the bus.

"I've had very little trouble disciplining them," he said. "I've had to put one or two off the bus, but over the 50 years, it's been practically nothing."

Haight said he's going to miss the children this fall. But, he has his 160-acre cash crop farm and 30 dairy cows to keep him occupied.

He won't be putting his school bus out to pasture, though. Haight has hired a lady driver to carry on in his driver's seat come September.

Travelling on a bus each day to school

Can be fun if you follow this one rule,

To your driver be polite,

Sit quiet never fight,

And be kind to one another, never cruel.

Pam Woods

Lady Eaton Elementary School

the Transportation Safety Association of Ontario (TSAO) for his 50-year outstanding contribution to public safety.

"TSAO can find no other record of anyone else doing this," said Watt.

Haight started driving a school bus in the depression as a means of supplementing his farming income.

"Times were hard in '30 - '31," he explained. "So, I took up bus driving to bring in some extra money. The check always helped out."

His first bus was a dark green covered van. Haight bought the cab and chassis, adding the passenger section himself. In the summer, the passenger section was removed and the "bus" became a vegetable truck.

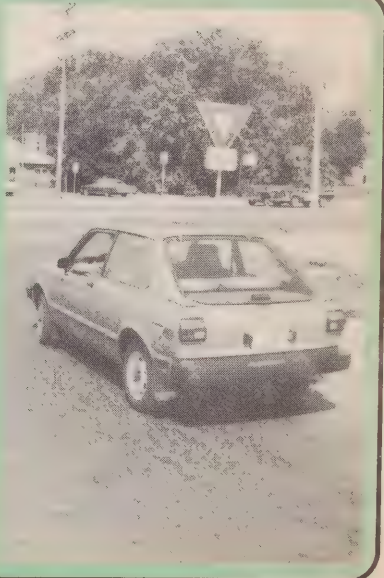
He picked up children along the three-mile road between Bloomfield and Wellington. Doug Parks a former student was on Haight's route during those early years.

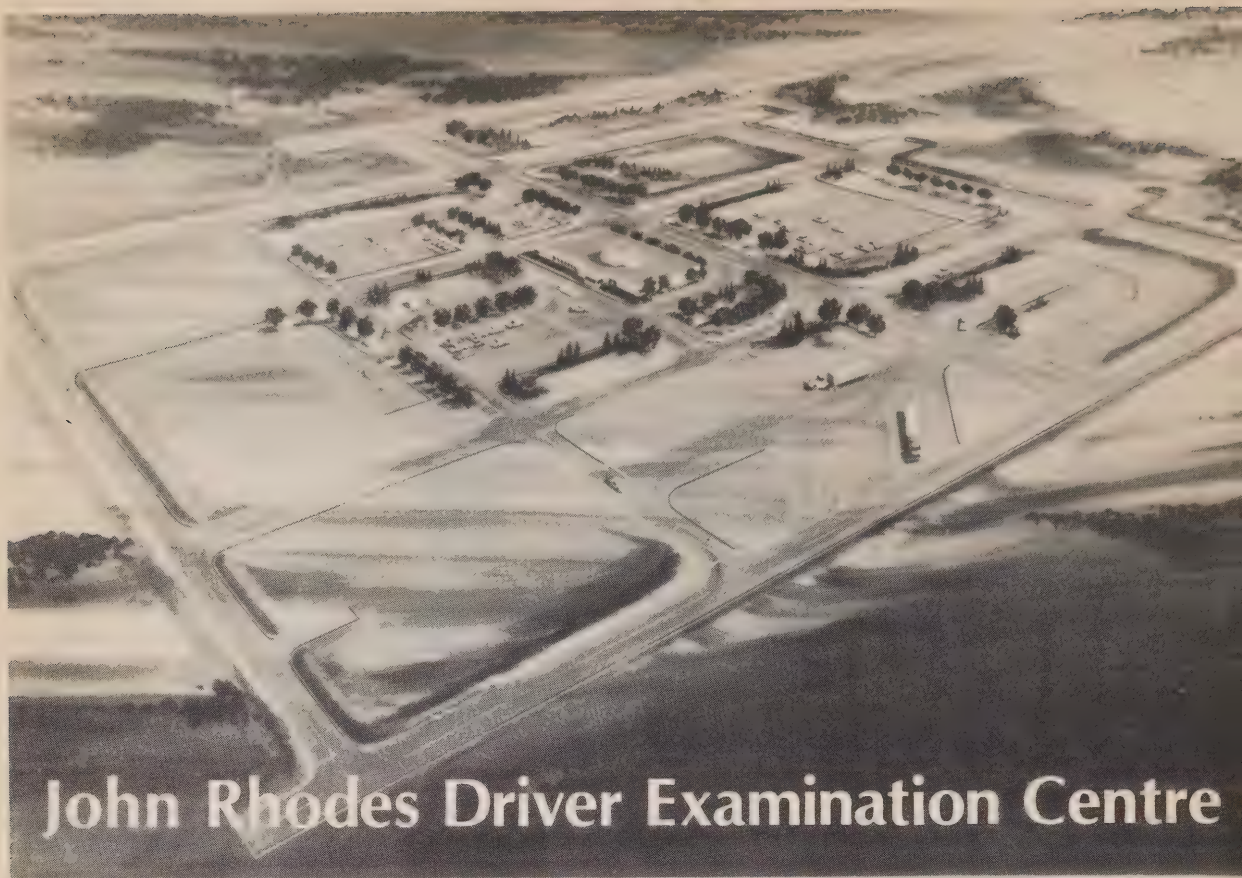
THIS IS THE LAW

Did you know that

A driver approaching an intersection displaying a yield sign must slow down or, if necessary, stop and yield the right of way to traffic in the intersection or approaching on the intersecting highway so closely that it constitutes an immediate hazard, before proceeding cautiously into the flow of traffic.

Failure to yield the right of way can result in a fine of \$20 to \$100 and the loss of three demerit points.





John Rhodes Driver Examination Centre

"Just place your car in park, fold your papers and put them in the tray," booms the voice over the loudspeaker. "Drive into lane number one, please. A driver examiner will take you for your road test shortly. That's lane No. 1. Thank you."

It's like a drive-in fast-food outlet or a drive-in bank. But it's not. It's the new drive-in, driver examination centre in Brampton — the first of its kind in Canada.

Opened in July at a total cost of \$3.5

million, the John Rhodes Driver Examination Centre was named in honor of the late John Rhodes, a former Ontario Minister of Transportation and Communications (MTC).

A one-storey office building, it sits squarely in the centre of a picturesque replica of nine city blocks...the new-official off-road driver-test track.

A key plus

"One key plus with this centre is the safety factor inherent in a controlled situation. Not all drivers appearing for a test are fully prepared for every driving situation," said MTC Minister James Snow.

Designed to test a driver's handling ability under all driving situations, two and four-lane streets have been constructed, along with railway crossings, signals, signs, crosswalks, a grade, parallel and angle parking spots.

"On all previous existing test routes, examiners couldn't test a driver on how to park on a hill properly...or pull away from a curb on a hill. At this centre, they can test for all required driving skills," said Snow.

Ron Harris, driver examination supervisor at the centre, said they can test

more people per day than they could previously at any other Metro Toronto centre.

"We can handle approximately 400 a day. That includes all vehicles from tractor trailers, school buses, vans, dump trucks, passenger cars to motorcycles. All types of vehicles can be tested at the same time."

Harris explains testing these vehicles simultaneously helps to create a real-life traffic situation on the off-road test route.

Applicants who drive into the centre never have to leave their car prior to the test. Depending on the class of driver's licence they wish to acquire, they drive into designated areas. Separate dispatchers and examiners control their own area of driver testing.

Motorcyclists are tested separately as are drivers of large vehicles and passenger cars.

Naturally Class "G" applicants with passenger cars are the most frequently tested. And to handle their large numbers, a simple system has been instituted.

They drive up alongside the main building stopping at the dispatch window, placing their already completed forms into a mechanized tray and waiting for instructions.



The late John Rhodes former Minister of Transportation and Communications.



Above: Driver applicants pull up alongside the designated dispatch window and place their completed forms into a mechanized tray.

Top right: Class G driver applicants are assigned to one of eight lanes to await testing. Lane seven and eight are reserved for drivers waiting to replace cancelled appointments.

Bottom right: The new centre has a separate dispatch area for motorcycle driver testing.



it calls for the same kinds of judgment decisions."

Applicant Suzanne Yeaman said after her test: "I had to be aware of too many things all at once. No, it wasn't easier than I expected. I felt the same pressure I would have on the road. I don't think it's safer than real traffic situations...it's about the same. Even though it's more controlled it's equally as difficult."

On the other hand, applicant Kay Wehmeyer said: "I thought it was going to be more difficult."

So, it may be a matter of expectation.

Harris suggests some applicants may be nervous and distracted by the new procedure for the first little while.

MTC driver examiner Helen Stabile said: "We've only been open a few weeks and so far there isn't much traffic...but Metro Toronto was too much the other way. It's a good test course and we're not wasting time in traffic."

"One good thing...there's less stress at this centre for examiners. I used to be mentally and emotionally exhausted at the end of each day. Those feelings are eliminated, working within this controlled environment," she added.

The centre is open from 8 a.m. to 8 p.m., Monday to Friday for road tests. From 8:15 a.m. to 4:30 p.m., staff also handles duplicate motor-vehicle permits, motor-vehicle permit corrections, trip permits and oversize/overweight permits. A licence issuing office will be opened in the fall of 1982 to handle Ontario's new Vehicle Registration System.

This assembly line process is possible because examiners are no longer getting tied up in traffic jams. They can test one right after the other.

Driving instructor Steve Sturgess of Young Drivers of Canada in Toronto, said: "I like the track. It makes the job of the instructor more responsible. Although it doesn't have heavy traffic..."



Driving instructor Bobbie Turcotte, left, and driver applicant Kay Wehmeyer, centre, discuss the new test track with reporter Lucy LaGrassa, right.

The dispatcher inside the main building is hidden from the applicants by one-way glass, who calls out individual instructions through a microphone which can be heard loud and clear on the outside. A second lane and dispatch booth has been constructed parallel to the main one for extra busy days.

Applicants assigned a lane number, wait their turn for testing. And at any one time, there may be four examiners testing applicants in each of the six lanes. Lane seven and eight are reserved for those wishing to replace cancelled appointments.

40 a day

Harris said the centre can test an average of 40 drivers replacing cancelled appointments per day. Previously, although 20 to 25 would show up at individual centres prepared to wait for a cancellation, they only had time to test from one to 15.

"We can book heavier in a place like this," said Jim Dodney, district driver examiner. "We don't have to turn people away. This centre replaces the Mississauga and Brampton centres, Bolton Travel Point and Downsview road tests. It can accommodate up to 400 driver tests a day with 26 examiners on staff."

After the road test, the examiner instructs the applicant to enter a reserved parking lot. There the examiner discusses his or her success or rejection — still in the car. The examiner then moves on to the next applicant waiting in an assigned lane.

Stranded no more...

Getting stranded might just be more tolerable these days because a new "Courtesy Cruiser" is now giving complimentary assistance to stranded motorists in the Metro Toronto vicinity.

Sponsored by CKFM and Esso, the vehicle's trained crew can replace such things as fan belts, rad hoses, thermostats or supply oil, water and gas. They even have a compressor for inflating tires.

The crew also supplies motorists with up-to-the-minute traffic reports through CKFM radio station.

The vehicle is equipped with a mobile telephone which motorists can use to call their office or home. And the cruiser is plugged into the OPP and MTC dispatch systems for motorists requiring a tow truck.

The "covered" route begins at the



Don Valley Parkway and 401, travels west along 401 to 427 and south to the QEW, then east along the Gardiner to the Don Valley and back to the 401.

It operates morning and evening rush hours Monday through Friday and during weekend peak hours.

DriveSave for energy conservation

Did you ever wonder who teaches the teachers?

When it comes to fuel economy, it's a man named Jim Whetstone, a chief instructor with the Ontario Safety League. Whetstone will be criss-crossing the province this November for DriveSave, part of the Transportation Energy Management Program (TEMP), to run instructor training courses in 20 different cities.

Designed to familiarize those who teach driver training courses with the concepts of fuel economy, the courses will encourage the use of TEMP material in classrooms. Some 400 instructors are expected to attend.

"It's very important we make information on fuel economy available to new drivers of private automobiles," said Whetstone. "It's far easier to teach new drivers conservation habits than to change those of existing drivers."

During three hours of classroom work, Whetstone first of all defines the energy problem, then outlines the programs developed to help solve it. After displaying available educational material, he instructs driver trainers how to best use it.

Nurturing a new generation of energy conscious drivers will be an important means of reducing fuel consumption in the future. As Whetstone points out: "We used one cubic mile of oil from 1867 to 1967. We used a second cubic mile from 1967 to 1974. Now we use one a year. That just can't go on."

Please God, I'm only 17

"The day I died was an ordinary school day. How I wish I had taken the bus! But I was too cool for the bus. I remember how I wheedled the car out of Mom. "Special favor," I pleaded. "All the kids drive." When the 2:50 bell rang, I threw all my books in the locker. I was free until 8:40 tomorrow morning! I ran to the parking lot, excited at the thought of driving a car and being my own boss. Free!

It doesn't matter how the accident happened. I was goofing off — going too fast. Taking crazy chances. But I was enjoying my freedom and having fun. The last thing I remember was passing an old lady who seemed to be going awfully slow. I heard a deafening crash and felt a terrific jolt. Glass and steel flew everywhere. My whole body seemed to be turning inside out. I heard myself scream.

Suddenly I awakened; it was very quiet. A police officer was standing over me. Then I saw a doctor. My body was mangled. I was saturated with blood. Pieces of jagged glass were sticking out all over. Strange that I couldn't feel anything.

Hey, don't pull that sheet over my head. I can't be dead. I'm only 17. I've got a date tonight. I am supposed to grow up and have a wonderful life.

I haven't lived yet. I can't be dead.

Later I was placed in a drawer. My folks had to identify me. Why did they have to see me like this? Why did I have to look at Mom's eyes when she faced the most terrible ordeal of her life? Dad suddenly looked like an old man. He told the man in charge, "Yes, he is my son."

The funeral was a weird experience. I saw all my relatives and friends walk toward the casket. They passed by, one by one, and looked at me with the saddest eyes I've ever seen. Some of my buddies were crying. A few of the girls touched my hand and sobbed as they walked away.

Please don't bury me! I'm not dead! I have a lot of living to do! I want to sing and dance. Please don't put me in the ground. I promise if you give me just one more chance, God, I'll be the most careful driver in the whole world. All I want is one more chance.

Please, God, I'm only 17!

Taken from the
DEAR ABBY column.

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NEWS BRIEFS



U.S.A.: A medical researcher recently unveiled a foolproof marijuana detector. Dr. Stanley Gross of the U. of California-Los Angeles developed a small device that can detect recent marijuana use on a person's breath. Analysis of the small mouthpiece containing material that absorbs tetrahydrocannabinol, or THC, can determine if the suspected user smoked marijuana over the past few hours. The marijuana breathalyzer might be used to arrest drivers driving under the influence of pot. The device was 100 per cent accurate in experiments.

JAPAN: Suzuki Motor Co. is testing vehicles powered by a mixture of tangerine oil and gas which contains a higher octane rating than gas sold in Japan. It takes 11,000 tangerines to make about a quart of oil. The vehicles appeared to perform no different than their gasoline-powered counterparts, except for fruity exhaust fumes.

CANADA: British Columbia government is cracking down on bad drivers by introducing three new offences and toughening penalties for existing laws. Drivers involved in high-speed chases face a fine of from \$300 to \$2,000 or seven days to six months imprisonment, as well as losing their licence for three years. Drivers failing to stop when asked to by a readily-identifiable police officer will be fined from \$100 to \$2,000 or seven days to six months imprisonment.

U.S.A.: The National Highway Traffic Safety Administration reported that in 1981 there were 9.4 million vehicles recalled by manufacturers for inspection of possible defects. This was almost double last year's five million.

CANADA: Roger Baker set the North American record when he drove his 43.2 kg (95-pound) vehicle 2,023.5 km (1,264.7 miles) on 4.5 L (one gallon) of gas. The one-person car, built by Shell Canada Ltd. engineers, was powered by a 50 cc Honda moped engine. It was one of 17 entries in the sixth annual "fuelathon" sponsored by Shell in Oakville, Ont.

Drivers convicted of a Criminal Code offence, such as impaired driving, will have their licence suspended for six months for a first offence.

To further discourage bad driving, B.C.'s Insurance Corporation announced a new rating system that will impose unlimited penalties on erring drivers. For example, anyone who causes an accident will see their base premium increased by 30 per cent. A second accident increases it to 175 per cent and a third moves the premium to 250 per cent of the base.

ITALY: In 1853, two Florentine Italians, Barsanti and Matteucci, developed the first car with an internal combustion engine.

U.S.A.: An old American law, still existing in Glendale, Arizona, prohibits anyone to reverse a car.

AUSTRALIA: A motorist was said to be "hopping mad" when his licence was suspended after an accident he claimed was caused by his pet kangaroo jumping from the front seat of his car to the back.

Safe driving tips. . .

How often do drivers follow too closely and put themselves and others in dangerous situations?

Unfortunately, statistics show it happens too often and sometimes can be fatal. In 1981, there were 17,231 reported motor vehicle accidents on Ontario roads where one driver was following too closely. That's not counting numerous fender-benders never reported.

There's a simple rule to estimate following distance and increase the safety factor when driving.

Here's how it works:

Two second rule



A. The car ahead is approaching a check point (a hydro pole, road sign, etc.)



B. Begin counting as the rear of the car ahead passes the check point.



C. Two seconds (one-thousand-and-one, one-thousand-and-two) is correct.



D. More than two seconds, (one-thousand-and-one, one-thousand-and-two, one-thousand-and-three...) adds up to a greater safety factor.

Letter to the Editor

Editor:

I have enclosed a photo of my grandchildren (triplets) being transported in infant carriers.

I feel the photo supports Minister James Snow's proposed child restraint legislation.

They were the first triplets born at Ottawa Riverside Hospital and have been in a restraint from the day they left the hospital.

They are precious and fragile little people needing the protection offered by the restraints.

James Bancroft
Ottawa



Left to right, Colin, Shàna and Laura Bancroft safely secured in their infant carriers.

Staff Writers

The articles in this magazine were written by the following staff writers, Public and Safety Information Branch of the Ministry of Transportation and Communications:

Laura Jo Gunter
Anne Kelly
Lucy LaGrassa
John Russell

Contributions or queries should be addressed to the Editor.

ISSN 0702-8040

Coming Events

September 20, 1982: Humber College driving instructor training course. For information contact Kate Dorbyk at (416) 675-3111 ext. 455.

September 20 - 23, 1982: Roads and Transportation Association of Canada annual conference, Hotel Nova Scotia, Halifax. General inquiries: W.H. Yeates, executive vice-president; technical inquiries: J.E. Hill, programs manager, RTAC, 1765 St. Laurent Blvd., Ottawa K1G 3V4; tel. (613) 521-4052; telex 053-3334.

September 27 and 28, 1982: Human Relations Course for Supervisors, On-

tario Safety League. For details call E.L. Moore, manager, traffic safety department, 82 Peter St., Toronto, M5V 2G5, (416) 593-2670.

October 4 - 8, 1982: Technique of Instruction course held by the Ontario Safety League.

October 18 - 22, 1982: Motor Fleet Driver Trainer Course, Ontario Safety League.

October 25 - 27, 1982: Vehicle Accident Investigation Course, Ontario Safety League.

ontario traffic safety

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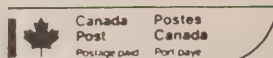
Hon. James Snow, Minister.
H.F. Gilbert, Deputy Mini.

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Editor: Terry Di Carlo
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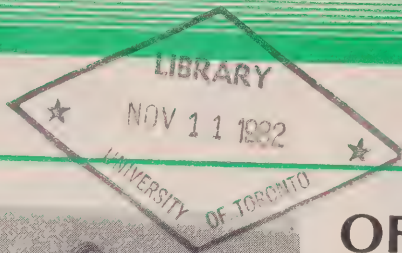
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Ontario Traffic Safety



Ministry of
Transportation and
Communications



SEPTEMBER/OCTOBER 1982

VRS - Colour coded stickers

The new license sticker (Valtag) for use with the Vehicle Registration System (VRS) has been designed and will soon be coming off the press in preparation for its distribution commencing Dec. 1, 1982.

The new sticker will prominently illustrate the month and year of expiry with the months colour-coded for easy visibility.

Commercial vehicles will have their stickers on the front plate and passenger vehicles on the back.

New licence plates have been especially designed to display the sticker in the upper right-hand corner. However, new licence plates aren't necessary for the new sticker. Motorists who don't need a new plate in '83 will affix their new stickers in the blank area in the upper right-hand corner of their present plates.

Under the VRS program, owners will renew on their birthday; fleet owners will select a renewal date and owners of large fleets may choose several dates to renew a specified amount of their vehicles on each date.

The staggered renewal process will begin in June '83 and be much like the driver's licence renewal system already in



In passenger cars, new validation stickers will be placed on upper right-hand corner of the rear plate.

place. Owners will be sent an invitation to renew 45 days before their birthday.

The new sticker will be valid up until the motorist's birthday or the selected date for fleet owners. And the date will be shown on the permit.

A supply of sample stickers has already been run off. And they resemble the real ones except the samples don't have a stock number. Issuing agents and staff will be given a sample sticker to examine during training.

OFSC - Issuer of snowmobile operator licence

Ontario Minister of Transportation and Communications James Snow has designated the Ontario Federation of Snowmobile Clubs (OFSC) as the sole issuer of motorized snow vehicle operator's licences.

"This new delegation of authority is designed to help the public get motorized snow vehicle operator's licences more easily," said Snow.

Previously, on successful completion of an approved driver-training course, an individual was issued a certificate which had to be validated at an MTC centre before it was considered a licence. This new amendment to the Motorized Snow Vehicles Act, authorizes recognized driver-training instructors to issue the licences directly.

The OFSC will also be responsible for the record keeping related to such licences.

The amendment also clarifies safety regulations regarding the operation of motorized snow vehicles by redefining the term "public trails" to reflect the elimination of trail building and maintenance funds from the government.

Under the new amendments, drivers of snowmobiles on these newly defined "trails" must be at least 12 years old and hold a snow vehicle operator's licence or a valid driver's licence.

And, liability insurance and the wearing of helmets will be mandatory whenever operating a snowmobile. Anyone operating a snowmobile on their own property is exempt.

"These amendments are just another step towards making one of Ontario's winter sports more enjoyable and safer," Snow added.

Anyone wishing to obtain a motorized snow vehicle operator's licence should contact OFSC at R.R. #1, Jordan Station Ontario, L0R 1S0, tel. (416) 562-4922, for a list of clubs issuing licences in their area.

Amendments to Highway Traffic Act

As of July 7th, 1982 the maximum allowable length of a vehicle was increased from 11.0 m to 12.5 m. This 12.5 m length is the recommended maximum length for vehicles in Canada, and is now in effect in all other provinces except Quebec, where legislation is pending.

The amendment also specifies that any mirrors protruding in front of a vehicle are not to be included in the calculation of the length of that vehicle. This will permit the owner to improve the driver's vision without being penalized for exceeding the maximum vehicle length.

In addition, as of October 1st, 1982, the driver and owner of a motor vehicle are responsible for complying with the prescribed standards for tires in use on a motor vehicle.

Previously, only the driver could be charged or served with a notice to conform. The amendment allows a constable or officer to serve a notice on either the owner or driver of a motor vehicle to have a vehicle examined.

In cases where one is driving a rented, borrowed or employer's vehicle, it's more appropriate to charge or serve the owner.

Life is Precious — buckle them in

The Ontario government thinks your child is important enough to travel in a child restraint.

That's why Ontario parents of infants born on or after Nov. 1, 1982 must, by law, harness their infant in a child restraint seat whenever travelling in a vehicle.

The new legislation will be introduced in two phases. Effective Nov. 1, 1982 infants from birth to 9 kg (20 lbs) must travel in a rear-facing car seat in all vehicles. Then when these same infants grow

child is held in an adult's lap. The adult's weight tends to crush the child against the dashboard or seat back — even if the adult is wearing a seat belt.

"Tests have been done with adults holding dummies of infants in simulated accidents at city speeds. All the adults, in every incident, using all their strength were unable to keep hold of the babies. The force of the impact tore the dummies out of their arms," explained Paul Levine, MTC project officer who assisted in writing Ontario's child restraint legislation.

A child's size is also detrimental to the type of injuries resulting from a crash. Shorter than adults, children are usually level with the dashboard and seat backs when sitting in a vehicle. In an accident, this can cause severe head injuries which in turn can result in brain damage, learning and social impairments, physical disabilities and perhaps even the need for long term care.

"Parents do not understand how effective restraint systems are in preventing or reducing injuries," said Barbara Bisgrove, MTC assistant project officer responsible for the child restraint public education program. "A child who is securely fastened into their seat cannot impact with the vehicle or other occupants."

In choosing a child restraint the best one to buy is based on individual preference. It should suit the type of vehicle

driven so it's wise to shop around. The more convenient the car seat, the more often it will be used and used properly.

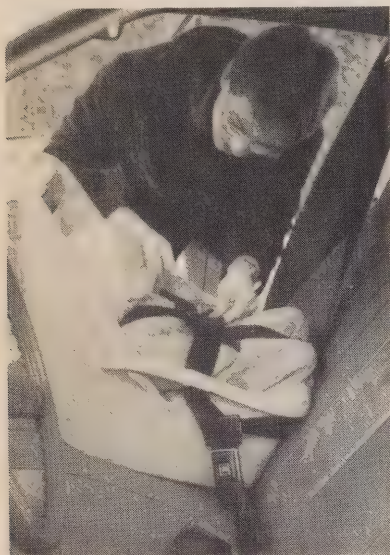
There are three types of child restraints on the market. Infant carriers are designed specifically for infants up to 9 kg and must meet the Canadian Motor Vehicle Safety Standard 213.1. Convertible car seats can be used from birth converting to a forward-facing seat at the toddler stage.



Various car seats are available on the market to suit every child's size.

The third type is a child seat for toddlers' use only.

Infant carriers should be fastened to the vehicle seat by a seat belt and face the (continued on page 6)



into toddlers weighing from 9 kg to 18 kg (40 lbs) they must be harnessed in an appropriate car seat. All preschoolers above 18 kg but below 23 kg (50 lbs) must be secured in a lap belt.

The second phase comes into effect Nov. 1, 1983 when all toddlers must be harnessed in a car seat. So as of this date, child restraint legislation will include every single child in the province.

"This legislation should have a dramatic effect on the number of youngsters killed or injured in motor vehicle crashes on Ontario roads," said Minister of Transportation and Communications, James Snow.

Sudden stops, swerves, turns and children's movements within a vehicle can cause injuries even in non-crash incidents. This makes child restraints essential for the protection of children not only in crashes but from within the car environment.

For added safety, the best place for a child restraint is the centre of the back seat where the child is furthest away from the dangers of the dash board, steering wheel and control devices.

The danger of a child incurring serious injuries in a vehicle increases when the

THIS IS THE LAW

Did you know that



Drivers of vehicles or streetcars approaching a pedestrian crossover and who are within 30 m of that crossover shall not allow the front of their vehicles to pass the front of other moving vehicles or streetcars. This applies even when there are no pedestrians at the crossover.

Contravention of this law carries with it a \$20 to \$100 fine and two demerit points.

Safe driving tips...

Are you always alert when you're driving?

Well, you should be... because driving is a very demanding skill and requires a driver's full attention.

Drivers are faced with so many problems they must be ready to react immediately. And this can only be done if they're alert.

Parked vehicles and pedestrians are always a problem. People in parked vehicles could pull out in front of drivers or open a car door at any time.



Drivers be prepared for the unexpected.

And, drivers must remember pedestrians have the right-of-way in most situations.

Bicycles, mopeds and motorcycles should be given their share of the road too. Drivers should make a point of not passing too close to a bicycle, particularly if it's driven by a child. They could suddenly lose control and become an accident statistic. And, of course, motorcycles and mopeds should be treated the same as a four-wheel vehicle.

Not only is it important for drivers to have good reflexes and eyesight, but



Establish eye-to-eye contact with pedestrians and other drivers.

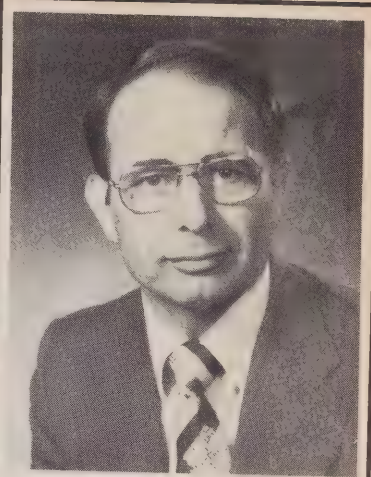
they should anticipate trouble ahead. They should assume the worst conditions and make allowances for every possible error. Always adjusting their speed to road, traffic and weather conditions.

And, they shouldn't stop thinking or looking while they're stopped at traffic lights or a stop sign. They must always be prepared for the unexpected keeping their eyes moving and paying attention to traffic flow and anticipate vehicle movements. Of course, this also applies in traffic tie-ups. They should keep looking ahead, behind and to the sides.

It's a good idea to establish eye-to-eye contact with other drivers also, even if it means using the horn to get their attention. You see them — they see you.

Drivers don't intentionally drive into other vehicles, often they just don't see them.

And, it's important for drivers to know their route and try to follow a



Leo Laviolette, P. Eng., Staff Vice-President of the Hamilton Automobile Club is the new President of the International Institute of Transportation Engineers. This represents the first time in the Institute's 52-year history that a Canadian has served as its President.

definite routine in traffic. They should look and signal, letting other drivers know what their intentions are, well in advance.

Young people high accident risk

Almost half of all teenage deaths between 15 and 19 are caused by traffic accidents and no jurisdiction in Canada has been able to devise a way of bringing those statistics down, a study by the Traffic Injury Research Foundation (TIRF) of Canada claims.

The report, which examined the young driver problem across Canada, also concluded that the problem of injuries and deaths caused by traffic accidents may well be spreading to an even younger age group.

Finding the means to reduce those statistics is urgent.

"It's apparent the problem is deeply ingrained, remarkably persistent and unlikely to be resolved with anything short of a massive societal undertaking," it said.

Statistics reveal 40 per cent of all traffic injuries and deaths are accounted for by people aged 15 to 24.

In addition, the risk of a fatality among licensed drivers age 16 to 19 is twice that of drivers age 20 to 24 and four times greater than the 35 to 44 age group.

Based on a study of accidents over a 10-year period, the report concluded that in the young accident-prone group, males emerged as the clearly identifiable, high-risk category.

Accident stats also point a finger at newly-licensed drivers as another group

requiring priority attention. (Ontario has since instituted a probationary system for new drivers who now must complete two, one year periods without gaining six points before getting a permanent licence).

The fact that young drivers tend to do more night driving was considered a contributing factor, but alcohol was not.

Perhaps, surprisingly, in relation to the number of kilometres driven, young, non-drinking drivers were found to be higher risks than any other group — with the exception of the aging driver.

TIRF suggested further study to explain this non-drinking category, including possible drug use, a propensity to speed and internal distractions in the car — particularly those caused by young passengers.

The study, financed by an Insurance Bureau of Canada grant, stressed that society must acknowledge its responsibility for the persistence of problems associated with young drivers.

It also recommended:

1. A critical re-evaluation of the existing level of the problem;
2. Development of a comprehensive national research program on young driver accidents; and,
3. Development of a structured and co-ordinated response to the problem.

Safety is ever



School bus patrollers are put through various drills during the summer months.

Safety Officers in the classroom

School's back.

And Peel Regional Safety Officers are back too.

Every year the team of eight safety officers from the Peel Regional Police Force visit approximately 190 grade schools, making safety presentations in an effort to teach children the rules of the road and general traffic awareness.

"The main thing we try to teach the grade schoolers is respect," said Sgt. Yakichuk of the Peel Regional Police. "Respect for the law and for other people's property. It's important to teach them while they're still young enough to take heed."

Young students are taught the ba-

sics, for instance where to walk, and where to ride their bike. Presentations for kindergarten classes are quite simple. "At this stage what we basically want to do is get the children's trust," explained Yakichuk. "So the sessions are focused on introducing the officer and simply explaining what his job is. And we cover only a couple of rules. If we did anymore the talk wouldn't be effective, because at that age, the youngsters don't remember too much."

"We also have school patrols," Yakichuk pointed out. "They operate

*Do you travel to school on a bus?
If you do, please don't make a fuss.
Listen to your patrol,
It's his job to control,
Help make it a safe ride for us.*

*Tracey McFaul
Lady Eaton Elementary School*

on school buses and teach the students to stand well away from the roadway while waiting for a school bus." The patrols also explain how to get on and off the vehicle and remind them to remain seated while the bus is moving.

At Halloween, the safety officers give the children tips on how to have an enjoyable and safe shell-out. They tell the children what type of clothing to wear and how to watch for traffic.

"The main problem with young children when it comes to traffic at Halloween or any other time of the

year, is they don't look before they cross the street," said Yakichuk. "And it's not because they're careless, but rather because they're carefree."

In the home, parents must support and emphasize what the officers teach in the classroom. "We're selling lives. And we need all the help we can get from parents," he said. "They should encourage their children to look both ways before crossing and set good examples for them to follow."

During the winter, snow can create problems. The sidewalks aren't clear so the youngsters walk on the road. The officers instruct them to use the sidewalks whenever possible, but if they have to walk on the road, they should walk on the left hand side.

Sliding off snow banks into traffic is dangerous and should be avoided. Snowballs may be housing glass, stones and other hard objects that can hurt the child throwing it or the one receiving the blow.



Children are taught to respect and listen to crossing guards.

The school year isn't the only time Peel's safety officers are kept busy talking to children. In addition to the school program the officers visit playgrounds during the summer months. Children are taught about crossing guards and shown a set of portable traffic lights to help them understand the rules of the road.

"We hold bike clinics where the children can bring their bike for a safety check and ride through a skill testing course," explained Yakichuk.

The officers teach the children how to travel safely whether it's by foot, bike or school bus. And just like the children, they're in classrooms each winter and on playgrounds in summer.



Sgt. David Yakichuk
Peel Regional Police.

one's business

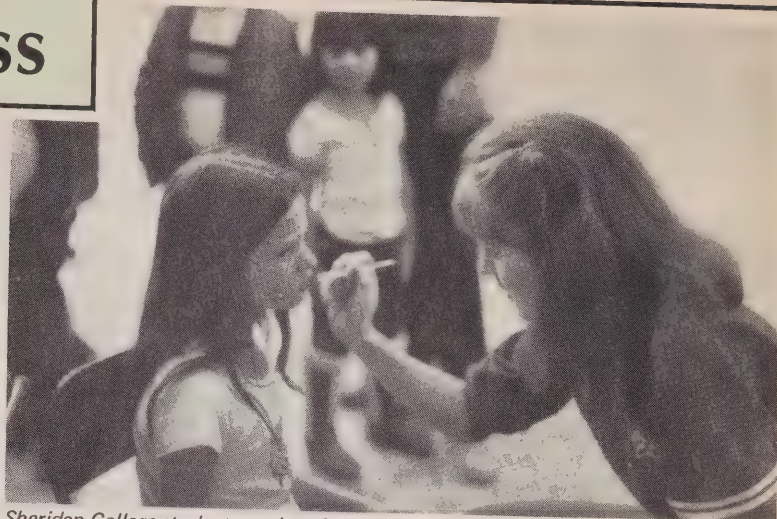
Paints are in — masks are out

A couple of Toronto area radio stations are helping make sure the only ghosts on the road this Halloween are the ones wearing sheets.

Golden Horseshoe Radio, which operates CHWO/1250 in Halton and CJMR/1190 in Mississauga, have organized their sixth annual "Pledge for Safety" Halloween campaign, to help protect trick-or-treaters.

Supported by local police, boards of education, municipalities, business and industry, the campaign starts with the distribution of a pledge sheet to all students from kindergarten to grade eight in Mississauga and Halton. With their signatures, they pledge to abide by ten safety rules, such as agreeing to wear light clothing with no vision-restricting face masks, carry a flashlight, watch for cars, respect other people's property and be home by 8:30 p.m.

This last condition is an important one, since after 8:30, the radio stations start calling children at random. If they're home, they get a record album,



Sheridan College students apply safe washable facial makeup to children.

and the chance to win a ten-speed bicycle. Michael Caine, Golden Horseshoe's Station Manager, says that "nine times out of ten when we call, the children are sitting right by the phone."

Last year, nearly 9000 youngsters signed up.

"Our goal is to have as many children as possible in the Halton/Mississauga area enjoy an accident-free Halloween, and to help protect public and private property in the area from vandalism," said Caine. "And it seems to be working. According to local po-

lice, there hasn't been a single reported accident or injury involving a child, or one serious act of vandalism, since the campaign started."

Besides the "Pledge for Safety," the radio stations sponsor five free makeup clinics in local shopping malls and community centres. As a disguise, makeup is more fun and far safer than a mask, which can seriously impair vision. So modelling students from Sheridan College start turning children into rock stars, extra-terrestrials and fairy princesses from 2:00 p.m. until 6:00 p.m. on Halloween.

Crossover safety campaign points way to safety

Crosswalks are not guaranteed immunity against vehicles for pedestrians.

In 1981, four people were killed and 214 injured using them in Ontario. But, crosswalks haven't received any special public attention until now. In September, the Scarborough Board of Education and the Metro Toronto Police started a crossover safety campaign.

The focus was not only on the public school safety programs, but on all Metro citizens.

Posters were erected in public places, and there were TV and radio spots advertising crosswalk safety.

The idea for the campaign started last winter, when the Scarborough Board of Education received a letter from the Wexford Home and School Association. They were concerned about the hazards in using a crosswalk, because a Scarborough child had been killed while using one.

"We felt there was a group in the community who saw a need and we said we would do our bit," said Peter Sidorchuk, superintendent of programs

for the Scarborough Board of Education. "We wanted to put our money where our mouth was, so we started this campaign in our schools. This year it's Metro-wide."

In the public schools, police safety



Const. Wray Lusk uses various methods of teaching the children how to use a crosswalk properly.

officers present proper use of a crosswalk to the pupils, using either a magnetic or chalk board, or the new Metro Police slide show on crosswalks.

"In good weather, I take the children to a crosswalk after the classroom presentation and let them practice crossing two or three at a time," said Const. Wray Lusk, Safety Officer from 2 District Traffic.

In Scarborough there's a separate program for the teachers to instruct the children on crosswalk safety.

This campaign is a joint effort by Metro Police, all Metro school boards, several safety councils, the Metropolitan Toronto Technical Traffic Committee and the Wexford Home and School Association.

Staff Sgt. Don Walker, from Metro Toronto Police Traffic Safety, community programs, said he thinks the campaign will make people think more about crosswalk usage.

"Crosswalks must be used properly by pedestrians and motorists to be safe," he said.

Emergency response trailer to the rescue

Chlorine is a useful substance, found in everything from salt to bleach. But pure chlorine is a deadly gas. Yet, tanks of it and other dangerous goods are transported across Ontario each day.

If an accident should occur, Dow Chemical Canada Inc. is prepared . . . because it has developed an emergency response trailer to clean up major chemical spills.

On site, the 12.8 m trailer is a work, conference and rest area for the Dow team combatting the emergency. Based in Sarnia, it cost \$150,000 and took over a year to build and equip.

The trailer is designed to accommodate both outside and inside work. Outside, under the protection of a tarpaulin-covered canopy, team members can safely clean spills and patch container leaks.

They can also take water and soil samples and, using industrial hygiene equipment, measure poisonous vapors. Inside, others can run tests on the samples in a compact lab.

"We have to be very concerned about the public as well as the people working at the site. Everything is geared toward the rapid evaluation of what we're facing," said Al McDowell, coordinator of the Dow emergency response team.

McDowell's team is basically made up of Dow specialists in industrial hygiene, communications, tank cars and the particular product involved. Other specialists could be called on, depending on the emergency.

Sometimes it will be impossible for crews to leave an emergency site, so, the



The trailer is equipped with a wide variety of instruments and tools, a small laboratory and safety and environmental equipment. TEAP team members, Bob Beavers, left, and Al McDowell examine the headgear from an acid resistant suit.

trailer comfortably sleeps four and provides cooking facilities and showers.

"When you're on the scene, particularly in an isolated area or working in adverse weather conditions, it's comforting to know you'll have a place to rest after long hours on the job," said McDowell.

The Sarnia trailer can respond to emergencies from the east coast to central Manitoba, including some of the bordering American states. The west is covered by another trailer at the Dow plant in Fort Saskatchewan, near Edmonton.

"It's like we're buying insurance," said McDowell. "Other companies have other

methods of hauling their stuff, we chose this route. Canada is so big we wanted to haul everything in one shot."

The Ontario and federal governments are also trying to ensure greater safety in dangerous goods transportation via new legislation.

An encompassing Ontario Dangerous Goods Transportation Act, which received royal assent December 1981, will regulate highway transportation of all such goods. It also includes standards for packaging, the container, labelling, storage as well as the transportation of dangerous goods. And trucks must display proper placards and have special shipping papers.

Any violation of these safety regulations will carry a fine of up to \$50,000 and/or imprisonment for up to two years for a first offence. Second and subsequent offenders can be fined up to \$100,000 and face the same jail sentence.

Other provinces have used Ontario's legislation as a model for their own. But, the provinces can't finalize them until the federal Transportation of Dangerous Goods Act is passed to ensure consistency.

So, while the federal and provincial governments work on preventing dangerous goods' accidents, Dow continues preparations just in case there is an emergency.

Experimental use of the Sarnia trailer in minor situations has provided good results and helped to equip it better, said McDowell. For instance, he and his team were on a summer run in the bush when they discovered the trailer didn't stock insect repellent.

"If you don't think that's a hardship, try it some time," he said. "There's plenty of the stuff in the trailer now!"

Buckle them in. . . (continued from page 2)

rear of the vehicle at all times when travelling. Only in this position can the car seat support the entire body of the infant in a crash.

Toddler car seats are also fastened to the vehicle seat by a seat belt but should face the front of the vehicle at all times when travelling. In addition, for optimum safety, they should use a tether strap which anchors the car seat to the vehicle body. The tether strap should be attached to the car seat and hooked onto a bracket which is bolted into the metal framework of the car. The seat should be installed according to the individual manufacturer's instructions and all toddler seats must meet the standards set in the Hazardous Products Act.

The five-point restraint harness when used properly should have the crotch strap positioned between the child's legs to prevent him/her from slipping out. To ensure the harness is fitted correctly leave

one or two fingers width from the body. If the harness is too loose the baby can be injured when thrown forward in a crash.

The wide harness straps are designed to cross the shoulders, chest, over the hips and between the legs in order to spread the forces of the collision evenly over the strongest parts of the child's body. So make sure the harness isn't twisted.

But even with the added safety features it's not always easy for parents to ensure their children use a car seat. "Around two years of age children become naturally rebellious. That includes their attitude toward car seats. They tend not to want to use them any more. Parents should handle their children patiently at this stage and understand it is part of their normal development. But they should ensure the child doesn't travel unprotected. It should be viewed as a life and death matter similar to fires and poisons," Bisgrove said.

SAFETY BRIEFS AROUND THE WORLD



USA: A professor of Purdue University in Indiana suggested to a subcommittee on alcoholism and drug abuse that video games were an excellent way to test whether a driver had been drinking or taking drugs. The state trooper would just whip out the game and ask the driver to play it. The device would then print out the results right away.

* * *

ITALY: Tire scientists and engineers in Turin are redesigning the wheel. Goodyear researchers have found that auto tires and wheels account for up to 7 per cent of a car's aerodynamic drag at highway speeds. Research shows about one third is caused by the air flow around the ridges and holes in uncovered wheels. Experimentation is underway with straighter sidewalls to reduce this drag. A car burns up about 75 per cent of its fuel at 90 km/h overcoming aerodynamic drag, and 25 per cent overcoming rolling resistance of the tires.

USSR: A peasant aged 105 was given a clean bill of health so he could apply for a driver's licence. You see, he was given a car as a bonus for his continuing hard work as a cotton picker.

* * *

USA: Drivers in California with two or more outstanding citations could lose their licence. Once the state's Department of Motor Vehicles is notified by the courts of their citation, a notice of suspension is sent out 60 days later. The drivers are given 30 days to pay before their licence is suspended.

* * *

USSR: Soviet drivers must carry a "penalty card" with them and if stopped for a violation present it to the officer who punches the card. A driver getting three punch holes in one year must take an examination on traffic rules and a driving test.

CANADA: British Columbia has introduced legislation to make it mandatory for drunk drivers to provide blood samples for police.

* * *

MALAYA: In this country, a convicted drunk driver is sent to prison with his wife. Apparently, her comments are more effective than any other punishment.

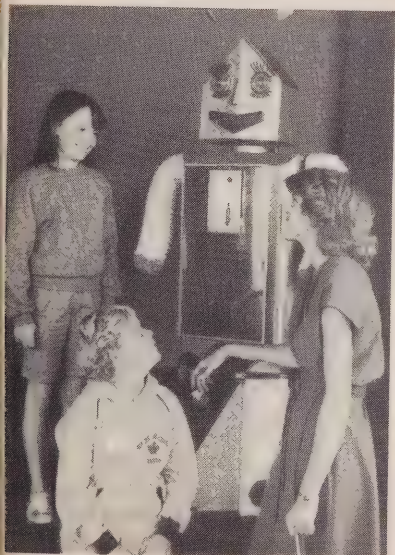
* * *

YUGOSLAVIA: Passengers under the influence of alcohol can't sit beside the driver.

* * *

USA: Drunk drivers better stay clear of Arizona. If caught, a drunk driver faces one day in jail and fines up to \$1,000 for a first offence. Second time offenders face even higher penalties as well as losing their licence for a year. And, someone convicted three times faces six months in prison and fines up to \$150,000.

MTC's latest feature attraction...



Sharon Lennox (right), a hostess at MTC's CNE booth, introduces CATOM to two children of the human race.

The world of equal opportunity is not only restricted to the human race, but also to our mechanical world as well... as the Ministry of Transportation and Communications has demonstrated by creating a female companion for its male robot "MOTAC".

Her name is "CATOM" and like her companion, she spreads words of safety to the children of our human race.

CATOM made her debut at the Canadian National Exhibition this year and was the star of "Kids Place". Accompanied by various short films on child safety, she would ask the children questions to which they had to answer true or false by pushing a small button near their chairs.

MOTAC also did his part in the Adult Theatre where he ran short films and asked questions.

Our two mechanical friends were created by Geoffrey Frazer of MTC's Audio Visual Section and Bill Martin of Engineering Materials Office, Machine Shop.

We forgot to tell you!

In our story last issue on the New John Rhodes Driver Examination Centre, we didn't include the address. So, here it is:

7900 Airport Road
(South of Steeles)
Brampton, Ontario.
Tel: (416) 793-4331

Rough weather ahead

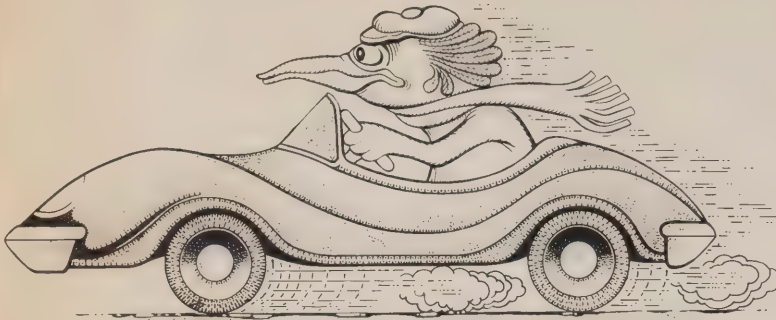
Is your car ready for Old Man Winter? He's just around the corner you know.

Start thinking about checking such things as the brakes, tires, exhaust system, windshield wipers, battery, heaters and defrosters.

And, don't forget to check those winter tires you took off last year.

It's also a good idea to equip your car for any unexpected emergency by placing in your trunk a snow shovel, booster cables, a blanket and flares.

SPEEDER



These drivers are the main maniacs of the mad motorists, and the most dangerous. They feel that all other drivers are too stupid and/or too old to be driving and getting in their way. They have no regard for the safety of others and get their kicks out of showing off right down to the moment of fatal impact.

Coming Events

November 1 & 2, 1982: Safety Officers of Ontario Conference Committee Workshop, Cara Inn, Toronto. For information contact (416) 598-4138.

November 8, 1982: Humber College driving instructor training course. For information contact Kate Dorbyk at (416) 675-3111 ext. 455.

November 15 - 19, 1982: Fleet Supervisor Course, Ontario Safety League. For details, call E.L. Moore, manager, traffic

safety department, 82 Peter Street, Toronto, M5V 2G5 (416) 593-2670.

November 22 - 24, 1982: DDC Instructor Development Course, Ontario Safety League.

November 29 & 30, 1982: Advanced Techniques in Fleet Management, Ontario Safety League.

December 1 - 7, 1982: Safe Driving Week.

Letter to the Editor

Dear Editor:

I was pleased to read your article "Lights On" in the May/June issue. We have recently joined with several other agencies in a daylight headlight use promotion by the Canadian Automobile Association.

Saskatchewan presently has headlight use regulations similar to Ontario's. We have estimated a 6% decrease in accidents for daytime headlight use.

Debra Anderson
Research Engineer
Traffic Safety Services
Saskatchewan Highway Traffic Board

Staff Writers

The articles in this magazine were written by the following staff writers, Public and Safety Information Branch of the Ministry of Transportation and Communications:

Jackie Boyle
Laura Jo Gunter
Lucy LaGrassa
Rae Lindsay
John Russell

Contributions or queries should be addressed to the Editor.

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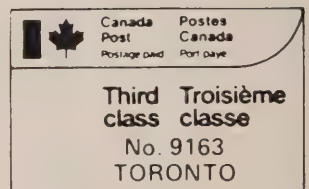
Hon. James Snow, Minister.
H.F. Gilbert, Deputy Minister.

Editor: Terry Di Carlo
(416) 248-3501

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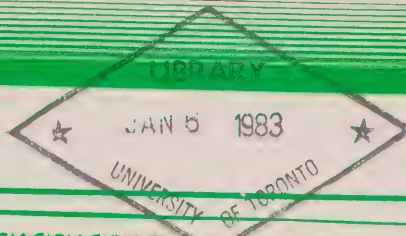


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Ministry of
Transportation and
Communications



NOVEMBER/DECEMBER 1982

Snowmobile trail permits

Snowmobilers make certain you're not trespassing this winter.

Most local snowmobile clubs are participating in a new trail-funding program following the elimination of government funds for trail building and maintenance.

And, under a recent amendment to the Motorized Snow Vehicles Act, "public trails" have been redefined and are now classed as "private" trails.

Any snowmobiler wishing to use the trail facilities will be required to pay an annual fee for a trail permit. These designated trails are built and maintained by participating local clubs.

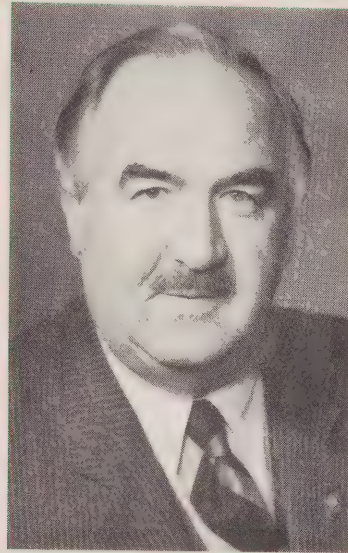
Snowmobilers belonging to any club participating in the program will be assessed a minimum of \$10 per machine per year paid through their club. Non-club members may be assessed a higher fee.

These trail permits will be sold by trail wardens on designated trails and will be available at local hotels, motels, lodges, gas stations, snowmobile dealers, etc., for direct sale.

So, to avoid trespassing and misuse of private trails, contact your local snowmobile club, the Ontario Federation of Snowmobile Clubs, Box 318, Port Sydney, POB 1L0 (705) 385-2773 or the Ontario Trail Builders Alliance, Box 125, Port Carling, Ontario POB 1J0 (705) 45-4485.



any trails will be classed private.



Happy Holiday

HAPPINESS IS... arriving safely at your destination during the festive season.

So, let's make this Christmas and New Year a happy and safe Holiday Season.

If you choose to have a Yuletide drink, it's your business... but, if you drink *and* drive... that's not good business for you... your family... or anyone using our streets and highways.

To all of you, I extend my most sincere wishes for a Joyous Holiday and a Happy, Healthy and Safe New Year.

James Snow
Minister of Transportation
and Communications

"Public's attitude must change"

McMurtry Task Force

Lives are lost senselessly every day because people demand what they consider their rights: rights to make their own decisions, decisions such as whether they should drink and drive... wear their seatbelts or protect their children... just to name a few.

But, what about the rights of other people? Their right to live?

A vehicle becomes a lethal weapon when a drunk driver gets behind the wheel.

As a result, one citizen's group against drunk drivers calls the slaughter on our highways by impaired drivers "socially acceptable murder".

At the request of Ontario Premier William G. Davis, Attorney-General Roy McMurtry has set up an interministry task force to deal with the problem of driving while impaired.

This group will maintain liaison with citizens' groups such as PRIDE (People to Rid Impaired Driving Everywhere),

encourage grass-roots community involvement in the struggle against alcohol abuse on our highways, then make recommendations to the government.

McMurtry says the task force's biggest challenge will be to change social attitudes toward the drinking driver.

In Sweden, for example, drinking and driving is socially unacceptable. Going out drinking for the evening, means taking turns as the sober driver or sharing taxi fares.

And drinking/driving laws in Sweden are stricter. If a drunk driver kills someone, their licence is revoked forever. And, passengers who allow an individual to drive while impaired have their licences removed upon apprehension. They are considered accessories to the crime.

Perhaps similar stricter laws and a change in social attitudes toward drinking and driving will reduce the carnage on Ontario roads.

Special plates for disabled

A new licence plate to identify vehicles driven by or for the handicapped will be available at no extra charge, starting Feb. 1, 1983.

Ontario Transportation and Communications Minister James Snow said the internationally recognized symbol for the disabled will be used in place of the first two letters on the plate.

"They are a direct response to requests by the disabled and organizations representing these drivers," Snow said. "And the symbol will make it easier to identify vehicles entitled to use some of the parking spots which we see being offered more and more these days for the handicapped."

The plates will be available at all MTC vehicle licensing offices but, because of the relatively small number of plates required, they will not be available

through licensing agents, the minister explained.

"However, those who require them may obtain an application at any outlet and request the plates by mail. When requesting such disabled symbol plates, they will be required to sign a statement attesting either to his or her disability or their role as a regular driver of a handicapped person," said Snow.

"There will be no extra charge and the plates will be mailed to the applicant."

In co-operation with the new plate series, Municipal Affairs and Housing is expected to introduce changes to Ontario's Municipal Act during the legislature's next session so the new plates can be legally recognized within municipalities extending privileges to the handicapped.



American fines

In the United States they don't fool around when it comes to speeding. As a deterrent, Pennsylvania erects posters displaying various speeding fines. At least motorists know how much they're in for, if caught.

VRS means a staggered vehicle renewal system

Ontario's new "Plate-to-Owner" vehicle registration system came into effect Dec. 1, 1982.

And a couple of the main attractions are the flat fee structure and the staggered renewal feature.

Renewal stickers for passenger cars and personal use light trucks and vans are \$4 a month, starting from Jan. 1, 1983, to your birthdate. (See chart below.)

Once on the staggered renewal system, renewal is the owner's birthday each year and there's a flat \$48 fee for 12 months.

The new sticker goes on the upper right-hand corner of the rear licence plate of passenger cars and personal use light trucks and vans. The new

legislation also requires that the permit be carried in the vehicle for which it was issued at all times.

The annual fee for commercial vehicles weighing 3,000 kg or less is \$72. For 1983, owners pay a prorated fee of \$6 a month from the expiry date of their last 1982 sticker to their birthdates.

Owners purchasing stickers for commercial vehicles weighing more than 3,000 kg continue to have the option to renew on a quarterly basis. And the fee structure for these vehicles remains the same... determined by the weight of the vehicle.

As of March 31, 1983, commercial vehicle stickers go on the upper right-hand corner of the front licence plate,

instead of on the windshield.

The new vehicle registration system also opens up a whole new world of combinations for personalized or "own choice" licence plates.

Under the Plate-to-Owner, own choice plates may have two to six characters arranged in any combination of numbers and letters, except those combinations used on regular plates. One may choose all letters, or if all numerals, two to four may be combined.

Owners with own choice plates under the old system, still own them. And they should keep them after selling or scrapping a vehicle. But since the three letter-three number combination is no longer available for own choice plates under the new system,

(continued on page 6)

Here are the passenger car fees for 1983

If your Birthday is in.	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
*Your fee is.	\$24	28	32	36	40	44	48	52	56	60	64	68
This will cover you for.	6 MTHS	7 MTHS	8 MTHS	9 MTHS	10 MTHS	11 MTHS	12 MTHS	13 MTHS	14 MTHS	15 MTHS	16 MTHS	17 MTHS
Your licence plate is valid until.	Jun 83	Jul 83	Aug 83	Sep 83	Oct 83	Nov 83	Dec 83	Jan 84	Feb 84	Mar 84	Apr 84	May 84

*Northern Ontario residents pay half this amount.

(Annual Fee \$48)

Safe driving tips ...

Winter driving is different and may not be as hazardous as some people think.

Statistics show more accidents occur on dry, good road conditions with clear visibility than on wintry road conditions. In fact, in 1981, there were 113,354 accidents on dry road surfaces as compared to 29,280 on wet, loose snow, packed snow and icy conditions.

And, there were 151,541 accidents with clear visibility as compared to 15,604 in snow and sleet.

Perhaps it's because most motorists drive with a little extra caution. Bad weather driving calls for gentle acceleration, precise steering, extra-smooth and gradual application of the brakes.

The most common winter accident is sliding into another vehicle because

the first thing to remember is — don't try to stop and turn at the same time. Do one or the other.

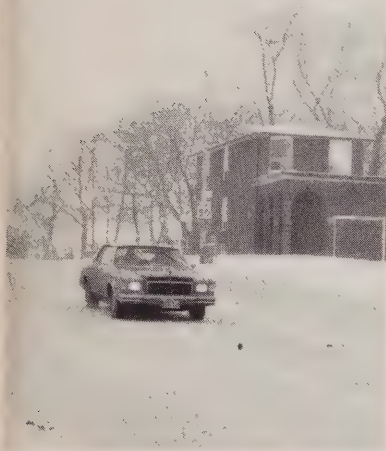
On a slippery surface, shift to neutral or de-clutch before braking. This takes the driving forces off the drive wheels, therefore they aren't working **against** the brakes. De-clutching is easy, but shifting to neutral with an automatic requires practice.

With a column-mounted automatic shift, push the gear lever out, away from you and up ... not towards you as you would normally shift. If the shift lever is mounted on the console, push the lever forward, but don't push the button. By using this method of shifting to neutral, you won't accidentally engage reverse or park ... the lever will only go as far as neutral.

Once you've de-clutched or shifted to neutral, apply the brakes gradually and gently ... pressing the brakes just short of the lock-up. Should any of the wheels lock, ease up on the brake pedal and re-apply. Don't pump, just ease up slightly.

Pumping brakes is not an effective way of stopping. Each time you remove your foot from the brake pedal, you're not stopping at all, in fact, it will take longer to stop.

And, there's the hazard of pumping the brakes too vigorously which could throw the car into a skid. Now, that's another ball game.



Driving on winter road conditions demands extra caution and common sense.

there isn't enough room to stop. It should be remembered, it always takes much longer to stop on a slippery road. On top of that, drivers may not spot a hazard as quickly when visibility is poor.

So, in bad weather, it's wise to double the two-second rule to avoid following too closely.

When stopping on a slippery road,

Drivers who eat light snacks frequently are better road risks than drivers who eat a heavy meal. Over-eating makes drivers dangerously drowsy. Many accidents happen within a half hour after eating.

Selling your automobile?

Under the new Plate-to-Owner vehicle registration system, buying and selling a vehicle will be simple.

The next time you go to your licence issuing agent after Dec. 1, 1982, you'll get a new permit, consisting of three parts, the vehicle portion, the plate portion and the change of information portion.

If you sell or scrap your vehicle, you simply sign the vehicle portion and give it to the buyer with a bill of sale. You keep the plate portion and the change of information stub along with your plates.

If you buy a vehicle, it's your responsibility to report the change of ownership to MTC within six days.

And you'll still need proof of Ontario insurance and a Safety Standard Certificate (SSC) to register the vehicle if you intend to drive it. However, if you don't intend to drive the vehicle, you may register the vehicle to your name as "unfit" without an SSC.

If you sell or scrap your vehicle before you get the new three-part permit, you sign your current ownership and give it to the buyer, but keep your plates. And it will still be the buyer's responsibility to report the change of ownership to MTC within six days.

When you go to register your newly-purchased vehicle at your local licence issuing office, you'll be issued a new permit.

THIS IS THE LAW

Did you know that



All infants born on or after Nov. 1, 1982 must be properly restrained in an appropriate infant seat. As they grow into the toddler stage, they must be appropriately restrained.

All pre-schoolers, regardless of birthdate, must be secured with a lap belt.

And, effective Nov. 1, 1983 the law will be extended so that all infants, toddlers and pre-schoolers must be appropriately and correctly restrained.



What does it take to convince

"Seat belts saved my life"



I'm convinced.

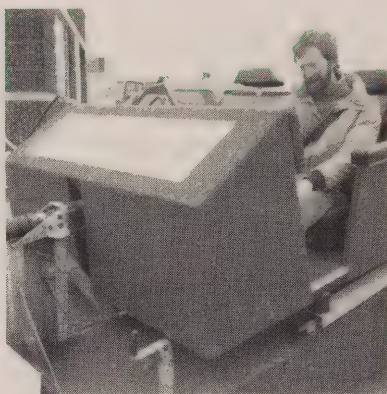
Although I didn't really need to be.

The ride I took recently in the OPP's seat belt "convincer" only confirmed for me what I already knew — that you're crazy to go anywhere in a car without your seat belt fastened around you.

OPP Cpl. Rodger Siim, of the community service branch's safety section, was good enough to have the convincer set up for me at the department's garage at the foot of Jarvis St. in Toronto. As I arrived he and Wayne Taylor were wheeling the contraption into position.

It looks like a giant cheese wedge on wheels, with a two-seat metal box attached to it in a rough approximation of the front seat of a car. The box slides on rails, pulled to the top by an electric motor-driven chain, falling back down with the force of gravity. It stops when it hits a steel post at the end of the track.

"We have 109 community service officers in detachments all over Ontario," said Siim. "They'll get a call from a local plaza that wants the



John Russell, OTS reporter, experiences the "sudden stop at the end".

machine, and we do our best to accommodate them."

A number of organizations, such as Dupont Canada and Bell Canada, also use the convincer in safety demonstrations for their own drivers. It was at CFB Kingston in early December.

"People really enjoy using it," said

Siim, trying, I think, to reassure me after I'd read the warnings, "anyone with back problems, a recent operation or heart trouble should not use."

I limped toward the convincer, alternately clutching at my back, my chest and looking for my appendix scar. But Cpl. Siim was not to be put off. He belted me in, the lap belt snug and loose on the hips and shoulder belt loose enough to allow room for a fist, then he flipped the release switch.

I'd like to be able to say, "and the car hurtled forward to what looked like my doom," but I can't. The ride down the slope was surprisingly gentle.

The stop at the end was surprisingly hard.

The convincer is designed to simulate an eight km/h or five mph crash, a very light impact in terms of what you'd face on a highway. But even at that speed you're struck by the sensation of falling forward, of continuing to move after the seat has stopped, until the seat belt takes over and holds you back.

It's not a bad jolt at five mph, but it doesn't take much imagination to feel what it must be like at five, six, 10 times that speed, without that seat belt to prevent you from flying forward, to distribute the force of impact across your body.

The convincer is an excellent way of letting people experience, safely but dramatically, what happens in a car crash. So, I heartily recommend a ride in it to anyone who is still a sceptic about using a seat belt. I'm grateful I had the opportunity although, as I said, I was already a believer.

Why?

Because I remember a day in November 11 years ago when I was in a car accident. I was wearing my seat belt, and ended up with a cut lip, where I'd bitten down on it in the collision.

My mother, beside me, who didn't believe in seat belts, needed 116 stitches to close the gashes in her face and head after flying forward into the windshield.

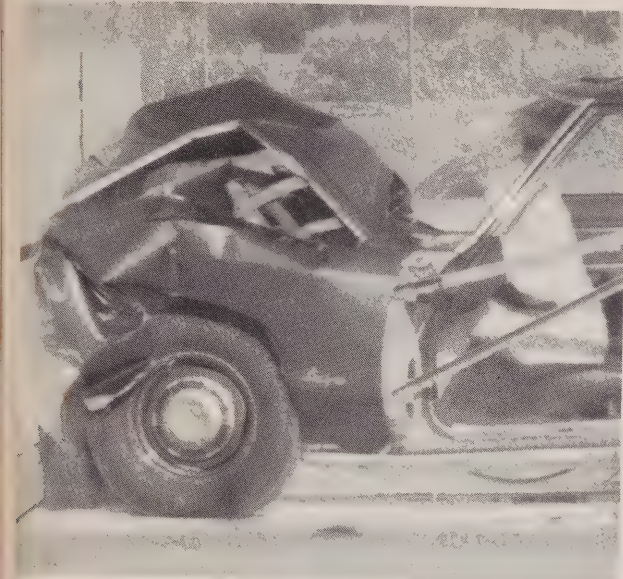
It wasn't a very merry Christmas that year.

I'm not the only one who has been



Herman Schoettler of Mississauga, Ontario, driver of this car, walked away uninjured from the crash — he was wearing his seat belt.

motorists that seat belts work?



Unbelted occupants continue to travel at the original speed of the car after the crash until they experience the human collision.



Belted occupants are able to "ride down" the collision as part of the car. And, there is no human collision.

convinced in that way. Here are a few more.

said Squires. "Without them, we'd have been either badly hurt or... I'd rather not have to think about the 'or'".

source Toronto Star

other vehicles in the accident.

"I'd say I'm lucky to be alive. My seat belt saved me. Without the belt, I'd have been a goner," said Meulenaar.

source Belleville Intelligencer

Escaped with scratches

Two Scarborough women escaped with scratches after their car was knocked into another car, through a fence and down into a creek bed — turning over in mid-air before landing on its wheels.

Joan Squires and her daughter Norma Jean were driving along St. Clair Ave. E., in Toronto, when they were hit by a car whose brakes had failed.

"I'm sure glad we wore seat belts,"

Lucky to be alive

Remember the terrible multi-car pile-up on the 401 in a fog-patch last January? John Meulenaar, of Hillier, Ont., was one of the drivers who survived the 13-vehicle inferno.

He had just left work and was driving home when he noticed the fog on the 401 bridge over the Trent River. He said there was no way to stop and he hit the

Police believe seat belts saved the lives of an Orangeville couple and their 3-year-old child when their car rolled into a ditch on Highway 7 in Brampton Sunday night after being hit from behind by a westbound van.

The driver of a van, Norman Tonporowski 24, of Brampton, died instantly when he was thrown from his vehicle as it rolled into a ditch after the collision near Airport Rd., said Ontario Provincial Police at Snelgrove.

Only cuts and bruises

"It's absolutely guaranteed that seat belts saved the three lives (of the Orangeville family) in that car," investigating OPP officer Brendan Keenoy said.

"Their car was extensively damaged but they escaped with only cuts and bruises. It's a classic example of seat belts saving lives," he said.

Brian Bilton, 24, and his wife Diane, 20, had their seat belts fastened in the front seat of their Mazda. Their daughter, Julie, was in the back in a child restraint seat.

The three were treated and released from Peel Memorial Hospital, Brampton.



Make buckling up a New Year resolution this year for the whole family.

Toronto Star

Phil Randell is a doer . . .

He's known as Mr. Driver Ed

Phil Randell doesn't boast about all the diplomas, certificates, citations and awards accumulated over 35 years for his work in driver ed. But he grudgingly admits to knowing "a little".

In actual fact, Randell can be described as something of an institution in his chosen field. And his advice is sought by government safety agencies across Canada.

When he retired two years ago, after teaching at Don Head Secondary School in Richmond Hill for 15 years, he formed his own company, Driver Education Consultants, so he could stay active.

His achievements, to highlight only a few, include: introduction of driving simulators to Canada in the early '60s; lobbying for and teaching driver ed in Ontario high schools; devising teacher preparation courses; introduction of the "four-phase" curriculum; development of courses for handicapped students at the Ontario Crippled Children's Centre; government consultant; setting up a master instructor program for community college staff.

Today at 68, Randell is busier than ever, starting each day at 8 a.m. from home, taking calls in his basement office until 10 a.m., then working on whatever project on his docket — film scripts or editing a new text book.

Most weeknights he teaches driver ed, either to high school students (boards of education just keep phoning) or when he drops in on a community college

instructors course to see how things are going. Thursday nights are reserved for the kids at the OCCC.

Randell's dream, of course, is to see driver ed adopted in every Ontario high school as a full-time credit course. He reasons that it's as important as any other academic subject, involving elements of geography, physics, math, economics and science.

It's inevitable, he reckons, because the new curriculum under revision by MTC has enough meat in it to make it a half-credit course immediately.

Randell is pleased with the upgrading of commercial driving schools where instructors now have to be certified through a four-week community college course. But, he adds, the upgrading has a long way to go.

And he wants to see Bill 141 revived so government control can be extended over the schools themselves. He claims it's the only way to drive the fly-by-night operators out of business, while upgrading the industry.

Randell also envisions a future partnership between an upgraded commercial driving school sector and high school education, with commercial instructors qualifying to teach high school students for the in-car training phase.

On a small scale this is already happening at high schools with evening driver education courses. Local driving schools supply the cars and instructors for the on-road training phase.

At present, he'd also like to see an-



Phil Randell

other two weeks of practice teaching added on to the four-week community college course for commercial instructors, to improve their skills. . . . another step toward having their work and qualifications recognized.

And in conjunction with the upgrading of industry standards, Randell foresees the day when new drivers will be compelled to take a government approved driver course. This could also involve giving signing authority to commercial driving schools.

However, he points out there are problems in many areas, even though the classified driver licencing system, probationary licencing and motorcycle training help to reduce deaths and injuries.

He wants to see emergency driver training introduced in high school courses — emergency braking, skid control, off-road recovery. And students should also be taught more about the mechanics of vehicles, something he's qualified to teach.

An immediate problem is the critical shortage of qualified teachers for driver ed in high schools. Even with declining enrolment, demand for driver ed is constant.

VRS . . . (cont'd from page 2)

the new system, such plates will not be considered own choice plates and may not be replaced if lost or damaged.

However, should owners wish to buy a new set of own choice plates under our new vehicle registration system, they will pay reduced rates.

Own choice plates will be available beginning June 1983 and may be ordered at that time at any licence issuing office.

A hot line has been set up at head office to help issuing agents deal more effectively under the new system.



Randell taught driver education at Don Head S.S. in Richmond Hill for 15 years.

NEWS BRIEFS

U.S.A.: Alice Friend's name has caused her many complications. As a traffic warden in New Jersey, many motorists overrunning their parking meters find their ticket signed by A. Friend.

JAPAN: In an effort to reduce accidents resulting from jaywalking, the city of Urawa has installed talking street lights. A taped voice instructs pedestrians to "please wait a moment" or "please cross carefully".

CANADA: Auto dealers may now buy a computer which replaces the car owner's conscience. Reynolds and Reynolds (Canada) Ltd. says the computer system will automatically estimate the amount of mileage customers have driven since their last visit and suggest to the dealer when it's time to send out a service reminder. The least expensive of the three models accommodating up to seven terminals offered is \$35,000. A super-micro computer weighing 31 kg (69 lbs) is offered to lower volume dealers.

LONDON, U.K.: After 30 years of driving instruction and being banned by three driving schools as unteachable, Betty Tudor obtained her driver's licence on her 13th attempt.

EAST GERMANY: Train drivers may soon be wearing glasses which will detect if they're falling asleep. An electronic beam in the glasses is regularly broken by blinking. As soon as the driver stops blinking, a small alarm stops the train. Currently, to show they're awake, drivers must pump a foot pedal continuously.

U.S.A.: A professor at California's Calvin University has found a tree in Brazil that produces diesel fuel. It can be harvested just like Canadians tap maple syrup and the sap can be poured right into the fuel tank. He's currently trying to produce a hybrid tree which will be a cross between Brazil's diesel tree and a rubber plant and will grow in a cool climate. If successful, motorists may be able to pull up to an orchard and yell "fill her up". Then get enough rubber for a set of tires.

Carbon and cold – deadly

It's sneaky. It's deadly. And it can happen to you.

It's carbon monoxide poisoning.

Winter warnings about this colorless, odorless, tasteless gas go out every year, but, as the cold sets in, the stories of senseless death by carbon monoxide poisoning appear.

A "real, real tragedy" is the way one coroner described the death last winter of a 21-year-old Hamilton woman who was eight months pregnant with her first child when found dead in the front seat of her car — the garage door jammed with ice and snow.

"The most important thing is to warn people to open their garage doors and make sure they have proper ventilation before starting their cars," said Dr. Ewart Lamb.



And there are other precautions which every driver should take during the winter months ahead:

- make sure the tailpipe extends out from under the vehicle's body;
- check the tailpipe to ensure it isn't plugged by snow or other objects;
- have the exhaust system checked frequently for leaks and stoppages, replace any faulty parts immediately;
- in normal traffic, keep a window or vents open slightly for good air circulation but always keep a station wagon's rear window closed because motion creates a vacuum which can allow fumes to enter the passenger compartment; and,
- in stop-and-go traffic, keep forward intake vents closed as they may pull in exhaust from other cars.

Carbon monoxide is the product of imperfectly-burned motor fuel and even a well-tuned engine can leak enough of the gas to be fatal.

The main culprits, though, are faulty gaskets, defective exhaust systems and clogged exhaust pipes.

Guide to spot drinking drivers

Can you detect a drinking driver?

Well, the National Highway Traffic Safety Administration developed a guide listing visual cues on how to spot drinking drivers.

The results accounted for 90 per cent of all the driving while intoxicated detections by enforcement officers in 4,600 patrol stops.

The probability of detecting a drinking driver and their cues are:

- 65 per cent—turning with a wide radius or straddling centre or lane marker;
- 60 per cent—slouching, erratic gestures and eye fixation, almost striking an object or vehicle, weaving;
- 55 per cent—driving on the road shoulder, off the roadway entirely or swerving;
- 50 per cent—driving at 16 km/h or slower, stopping without cause, following too closely, drifting;
- 45 per cent—tires on centre line or marker, braking erratically, driving into opposing traffic;
- 40 per cent—signalling inconsistent with driving actions, slow response to traffic signals;
- 34 per cent—stopping inappropriately (other than in traffic lane), turning abruptly or illegally; and
- 30 per cent—accelerating or decelerating rapidly, or driving with headlights off



Drinking and driving ... a lethal mix.

Road Information 24-hours-a-day

MTC's Winter Road Reporting Service is now in operation for the public's use.

Road information centres at Toronto and ministry district offices throughout the province have up-to-date information on the condition of all provincial and secondary highways 24-hours-a-day, seven-days-a-week during winter months.

Information on winter road conditions may be obtained around-the-clock by telephoning the following MTC offices in Ontario:

Chatham(519) 354-7504
Windsor(519) 253-3536
London(519) 681-2047

Stratford(519) 271-8321
Hamilton(416) 639-2427
Owen Sound(519) 376-9683
Toronto(416) 248-3561
Port Hope(416) 885-6351
Kingston(613) 544-2523
Ottawa(613) 745-7049
Bancroft(613) 332-3621
Huntsville(705) 789-4483
North Bay(705) 474-0044
New Liskeard(705) 647-8104
Cochrane(705) 272-5775
Sudbury(705) 522-0388
Sault Ste. Marie(705) 256-2855
Thunder Bay(807) 475-4251
Kenora(807) 548-5910

Coming Events

January 3, 1983 — Driving instructor training course at Centennial College of Applied Arts & Technology. For information call Mr. Marafioti 694-3241 or Mr. Richards (416) 274-0759 — Home, 233-3012 — Office.

January 10, 1982 — Humber College driving instructor course. For information contact Kate Dorbyk at (416) 675-3111 ext. 455.

January 17, 1983 — Driving instructor course, Ontario Safety League. For details, call E. L. Moore, manager, traffic safety department, 82 Peter Street, Toronto, M5V 2G5 (416) 593-2670.

February 21 & 22, 1983 — Human Relations Course for supervisors, Ontario Safety League.

Staff Writers

The articles in this magazine were written by the following staff writers, Public and Safety Information Branch of the Ministry of Transportation and Communications:

Jackie Boyle
Rae Lindsay
John Shragge

Contributions or queries should be addressed to the Editor.

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ontario traffic safety

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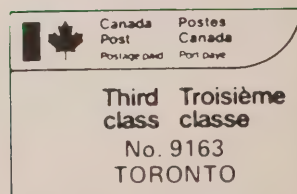
Hon. James Snow, Minister.
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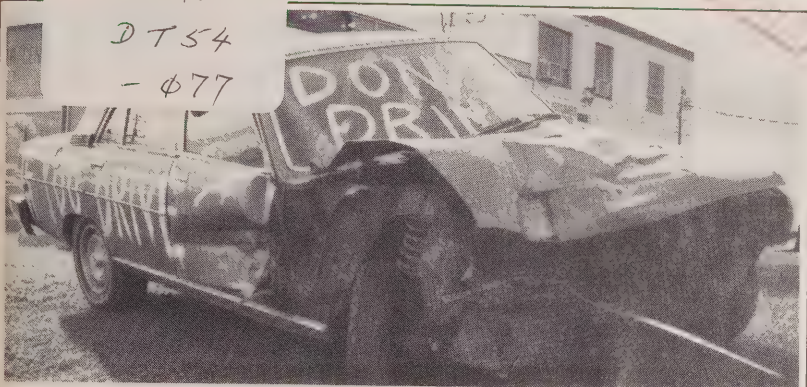
ontario traffic safety



Ministry of
Transportation and
Communications



JANUARY/FEBRUARY 1983



Snowmobile deaths and injuries up

"Snow vehicle operator drove into barbed wire fence catching the operator across the face...who wasn't wearing a helmet and had been drinking...one driver 16, dead."

How many snowmobile accidents such as this are a direct result of carelessness and downright stupidity?

When will people learn snowmobiles are not toys?

In the '81-'82 winter season, there were 811 collisions reflecting a 20.5 per cent increase over the '80-'81's 673.

And, there were 25 people killed compared to 23 last year. Personal injury collisions also increased 27.3 per cent from 410 to 522 and the number of persons injured increased 25 per cent from 513 to 641.

Ontario Transportation and Communications Minister James Snow says his ministry strongly endorses the snowmobile driver training courses and urges all snowmobilers to take advantage of them.

"People must remember snowmobiles are like any other motor vehicle... and should be treated as such," said Snow.

This was especially evident in accidents involving alcohol. Out of the 23 operators killed, 11 had been drinking or impaired.

"You cannot drink and drive whether it's a car or a motorized snow vehicle," he said.

Recent amendments to the Motorized Snow Vehicles Act stepped up the safety regulations. Snowmobile drivers using newly defined "trails" must be at least 12-years-old and hold a snow vehicle operator's licence, or if over 16, a valid driver's licence.

And liability insurance and the wearing of helmets will be mandatory whenever operating a snowmobile.

Stop drinking drivers

The Ontario Task Force on drinking and driving set up by Attorney-General Roy McMurtry states their biggest challenge will be to change social attitude toward the drinking driver. And one way they hope to effect this change will be by meeting with various concerned groups such as the Hamilton Auto Club and PRIDE (People to Rid Impaired Drivers Everywhere) and see how they can guide them in making themselves effective and listened to by the public.

The task force is also looking at what other jurisdictions have been or are doing in their drinking-driving programs. The idea is to learn from mistakes already uncovered, taking the best routes and improving on them as well as adapting them to Ontario law.

One concerned car dealer in Metro Toronto placed this car in the front lot to remind passing motorists over the holiday season not to drink and drive. Perhaps a social attitude such as this could make the task force's job a little easier.

Licence plates for disabled

On Feb. 1 special licence plates became available for the physically disabled...plates which display the international symbol for the disabled. They are available to Ontario motorists, but are not compulsory.

They provide a method of readily identifying vehicles driven by disabled drivers or drivers of a disabled person.

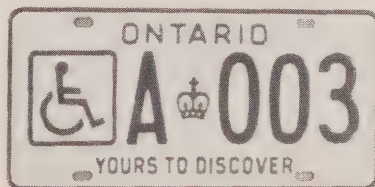
However, the plates don't entitle the disabled the privilege of parking in reserved parking areas. This also holds true for some stickers displaying the international symbol.

The plates or stickers must be accompanied by a parking permit from the local municipality. Parking privileges and guidelines for the disabled person vary according to municipal bylaws. In

fact, in most municipalities a parking permit is sufficient to park in reserved areas.

Additional information regarding the parking permits should be obtained through local municipal offices.

Applications for the new plates are available from all motor vehicle licensing offices, but the plates, themselves, must be obtained from an MTC office at no extra charge.



New vehicle registration permit

IMPORTANT				NOTICE OF PLATE OWNER ADDRESS CHANGE AVIS DE CHANGEMENT D'ADRESSE DU PROPRIÉTAIRE DE LA PLAQUE			
<p>YOU ARE REQUIRED BY LAW TO NOTIFY THE MINISTRY OF TRANSPORTATION AND COMMUNICATIONS WITHIN SIX DAYS OF CHANGING YOUR ADDRESS. ALL VEHICLES REGISTERED TO YOU AT THE ADDRESS NOW ON RECORD WILL BE CHANGED TO REFLECT THE ADDRESS REQUESTED BY THIS NOTICE. IF THIS IS NOT WHAT YOU WANT, OR YOU ARE A FLEET OPERATOR, PLEASE TAKE YOUR NOTICE OF OWNER ADDRESS CHANGE TO ANY LICENCE ISSUING OFFICE. TO CHANGE THE ADDRESS ON YOUR DRIVERS' LICENCE, YOU MUST INCLUDE YOUR DRIVERS' LICENCE CHANGE OF ADDRESS STUB WITH THIS NOTICE OF OWNER ADDRESS CHANGE. TAKE THIS CHANGE NOTICE TO ANY LICENCE ISSUING OFFICE, OR MAIL TO: M.T.C., P.O. BOX 9200, KINGSTON, ONTARIO K7L 5K4.</p>				<p>STREET & NO. / OR LOT, CON & TWP / NOM ET N° DE RUE / OU LOT, CONCESSION ET CANTON</p>			
<p>APT NO / APP</p>		<p>CITY, TOWN OR VILLAGE, MUNICIPALITÉ, VILLE OU VILLAGE</p>		<p>PROV / PROV</p>		<p>POSTAL CODE / CODE POSTALE</p>	
<p>AVIS</p> <p>VOUS ÊTES TENUS PAR LA LOI D'AVISER LE MINISTÈRE DES TRANSPORTS ET DES COMMUNICATIONS DANS LES SIX JOURS SUIVANT UN CHANGEMENT D'ADRESSE. CET AVIS ENTRAINERA LA MODIFICATION DE L'ADRESSE SUR TOUS LES DOCUMENTS D'IMMATRICULATION ACTUELLEMENT À VOTRE DOSSIER. SI VOUS DÉSIREZ QU'IL EN SOIT AUTREMENT OU SI VOUS ÊTES PROPRIÉTAIRE D'UNE FLOTTE DE VÉHICULES, VEUILLEZ PRÉSENTER UN AVIS DE CHANGEMENT D'ADRESSE DU PROPRIÉTAIRE À UN BUREAU D'ÉMISSION DES PLAQUES. POUR MODIFIER L'ADRESSE QUI APPARAÎT SUR VOTRE PERMIS DE CONDUIRE, VOUS DEVEZ PRÉSENTER, AVEC CET AVIS, LE TALON DE CHANGEMENT D'ADRESSE DU PERMIS DE CONDUIRE. VEUILLEZ APPORTER CET AVIS À UN BUREAU DE DÉLIVRANCE DES CERTIFICATS OU ENVOYEZ-LE AU M.T.C., C.P. 9200, KINGSTON, (ONTARIO) K7L 5K4.</p>				<p>MAILING ADDRESS AS ABOVE / ADRESSE POSTALE IDENTIQUE <input type="checkbox"/> YES OUI <input type="checkbox"/> NO NON IF NO, INDICATE MAILING ADDRESS ON REVERSE / SINON, REMPLIR L'ESPACE AU VERSO</p>			
<p>NAME / NOM</p>				<p>RIN / NIC</p>			
<p>SIGNATURE / SIGNATURE</p>							
DO NOT DETACH / NE PAS DÉTACHER							
<p>Ministry of Transportation and Communications / Ministère des Transports et des Communications</p> <p>PLATE / PLAQUE</p>				<p>Ministry of Transportation and Communications / Ministère des Transports et des Communications</p> <p>PLATE / PLAQUE</p>			
<p>ISSUED PURSUANT TO THE HIGHWAY TRAFFIC ACT / DÉLIVRÉ EN VERTU DU CODE DE LA ROUTE</p> <p>PERMIT - VEHICLE PORTION / CERTIFICAT D'IMMATRICULATION - VÉHICULE</p>				<p>ISSUED PURSUANT TO THE HIGHWAY TRAFFIC ACT / DÉLIVRÉ EN VERTU DU CODE DE LA ROUTE</p> <p>PERMIT - PLATE PORTION / CERTIFICAT D'IMMATRICULATION - PLAQUE</p>			
<p>VIN / NIV</p>		<p>RIN / NIC</p>		<p>VIN / NIV</p>		<p>RIN / NIC</p>	
<p>MAKE / MARQUE</p>		<p>MODEL / MODÈLE</p>		<p>YEAR / ANNÉE</p>		<p>BODY TYPE / TYPE DE CARROSSERIE</p>	
<p>CYL / CYL</p>		<p>POWER / CARBURANT</p>		<p>COLOUR / COULEUR</p>		<p>VEH WT / POIDS</p>	
<p>AXLES / ESSIEUX</p>		<p>SSC NO / N° DE CS</p>		<p>VALTAG NO / N° DE VALIDATION</p>		<p>EXPIRY DATE / DATE D'EXPIRATION</p>	
<p>NAME / NOM</p>		<p>ADDRESS / ADRESSE</p>		<p>NAME / NOM</p>		<p>ADDRESS / ADRESSE</p>	
<p>MAILING ADDRESS / ADRESSE POSTALE</p>		<p>MAILING ADDRESS / ADRESSE POSTALE</p>		<p>MAILING ADDRESS / ADRESSE POSTALE</p>		<p>MAILING ADDRESS / ADRESSE POSTALE</p>	
<p>OFFICE / BUREAU</p>		<p>EFF. DATE / EN VIGUEUR</p>		<p>PERMIT NO / N° DE CERTIFICAT</p>		<p>MINISTER / LE MINISTRE</p>	
<p>OFFICE / BUREAU</p>		<p>EFF. DATE / EN VIGUEUR</p>		<p>PERMIT NO / N° DE CERTIFICAT</p>		<p>MINISTER / LE MINISTRE</p>	
<p>REMEMBER: UPON TRANSFER OF THIS VEHICLE, SELLER MUST KEEP NUMBER PLATES AND THE PLATE PORTION OF THIS PERMIT. BUYER MUST RECEIVE THE VEHICLE PORTION. / N'oubliez pas: que lors du transfert de ce véhicule, le vendeur doit garder les plaques d'immatriculation et la partie relative aux plaques de ce certificat. L'acheteur doit recevoir la partie relative au véhicule.</p>				<p>SIGNATURE / SIGNATURE</p>			

The new vehicle registration permit under the new VRS system which came into effect on Dec. 1, 1982, consists of three parts: the vehicle portion, the plate portion and change of information portion.

The vehicle portion, once signed by the seller and the purchaser, goes with the vehicle being scrapped or sold.

The plate and change of information portions, along with the plates themselves, stay with the plate owner. These will be transferred to the next car purchased.

It's the buyer's responsibility to notify the ministry within six days of vehicle change of ownership. When a buyer goes to register the newly purchased vehicle, a new three-part permit will be issued.

Anyone who has bought a vehicle under the new system will already have a new permit.

The new permit will be available from licence issuing agents upon renewal beginning June 1983.

Wider lane markings. . .the end of "THIS LANE ENDS"?

This year saw the end of a dreaded phenomenon on our freeways — the infamous "THIS LANE ENDS" panic.

Nearly all drivers have experienced it, wondering whether they are in the correct lane when entering or leaving a freeway.

But that shouldn't be a problem any more on the 400 series highways or QEW. Because Ontario has become one of the first provinces to adopt a new lane marking system, recommended by the

Council for Uniform Traffic Control Devices for Canada, to help motorists readily identify through traffic lanes from on and off ramps.

From now on, when drivers want to exit at an interchange in the case of a right-hand exit, they'll know they're in the correct lane when they are to the right of the thick broken line. That will always mark an exit lane.

At the same time, if they are to the left of that line, they know their lane isn't go-

ing to end abruptly, and remain a through lane.

When entering freeways, acceleration lanes are marked in the same way, so everyone should always know when they are over far enough, and properly on to the freeway.

This new marking system helps eliminate last-minute panic when drivers suddenly realize they're in the wrong lane, and are about to plow into one of those "THIS LANE ENDS" signs!

Interview at nine points

The man arrived for his demerit point interview carrying a gun.

The interviewer calmly pulled out his own gun. Then they talked.

That incident couldn't happen in Ontario because interviewers here don't carry guns — they carry tissues.

"I always had Kleenex available," says Vic Salerno who, for six years, interviewed people who had accumulated nine points on their driver's licence. "Some are nervous, quiet, crying, violent, angry."

Once those nine points show on the record, drivers are called in for an interview — the results of which could mean suspension of their licence for 21 days to a year.

In 1981, 35,099 interviews were conducted resulting in 634 suspensions. Another 1,031 were suspended because the driver never showed up and still another group of 6,968 Ontario drivers lost their licence after they hit the 15-point maximum.

Salerno says the whole point of the interviews is to improve safety on the roads.

"We're looking not only at the repetition of offences but we're also concerned about attitude. We tell them safety is first and they're going to have to change their attitude."

It's up to the individual counsellor to recommend whether the interviewees should retain their licences or have them suspended.

After six years in the interview field, Salerno now reviews the recommendations from across the province and adds his own comments before sending them onto the registrar who determines the length of suspension.

"Some of them seem repentant but...well, an experienced counsellor can sort all that out."

During the 25-minute interviews, counsellors conduct a vision test, go over the driver's record, experience, and any other factors which could account for point accumulation.

"It's not hard to understand the pressure a person feels in the courier business, for example," Salerno says. "The attitude is, 'I have a family to support so I have to speed.' We look at the record and see if the driving record was good before he/she started that job."

Drivers are given three or four weeks notice so they can change the interview to a more convenient time if necessary. Not showing up is considered a serious offence and the driver's licence is automatically suspended.

Salerno says many drivers arrive in a hostile mood, but MTC has tried to

soften the interview process by having an informal area set aside for chats with coffee tables and comfortable chairs.

"If a person has an explanation for every point you try to make and gives you constant static and rebuttal, they're not really listening to you and they're refuting your good advice. It's safe to assume they have no intention of changing," he said.

When giving a driver the news that a suspension is being recommended, Salerno says there are different reactions:

"Some of them tear up the licence and throw it in your face but, at that point, most of them understand what they've done to themselves — they've talked themselves into a suspension.

"But punishment," he emphasizes, "is not the idea behind demerit point interviews.

"It's a nudging. We're telling them that

Ontario's Demerit Point System

(for driver's other than Probationary)
When a driver accumulates 15 points his/her licence is suspended for 30 days

POINTS	OFFENCES
7	Failing to remain at the scene of accident
6	Careless driving ... Racing Failure to stop for school bus Exceeding speed limit by 50km/h or more
5	Failure to stop school bus at unprotected crossing
4	Exceeding speed limit by 30-49 km/h Following too closely
3	Exceeding speed limit by 16-29 km/h Driving through, around or under railway crossing barrier Improper passing ... Crowding driver's seat Wrong way on one-way street or highway Failure to yield right of way ... to obey a stop sign, signal light or railway crossing signal ... to obey directions of police officer ... to report an accident to police ... driving or operating a vehicle on a closed highway Improper driving where highway divided into lanes
2	Failure to share road ... to signal ... to lower headlamp beam ... to obey signs other than those listed for demerit points above Pedestrian cross-over offence Improper or prohibited turns Unnecessary slow driving Improper opening of vehicle door Towing persons on sleds, bicycles, skis etc Backing on highway
Demerit points remain on your driving record for two years from the date of the offence.	

if the fines don't make you change, perhaps losing your privileges will."

Safe driving tips...

It's that time of the year when winter driving conditions often change drastically.

So, drivers should adjust speed and driving habits according to the weather because, as weather conditions change, so do road conditions.

And even good road conditions can be deceiving. For example, drivers should be wary of shaded areas, bridges and overpasses...sections which freeze first and stay frozen long after the sun comes up.

Generally, in winter, asphalt has a grey-white colour. But, when it appears to be black and shiny, beware! It could be "black ice." So, it's wise to slow down and be ready to de-clutch or shift to neutral or, if braking is necessary, do it smoothly and gently.

Hard-packed snow is always tricky. It can be as slippery as ice and rutted...full of hard tracks and little gullies. If it's very cold, vehicles get better traction on hard-packed snow, but, as it warms up, it becomes slippery. So, drive relaxed and avoid abrupt steering, braking or acceleration that can cause skids.

Blowing snow is also dangerous. For better visibility, use your low beam headlights. High beams reflect off snow flakes and result in loss of vision such as in a "white out."

White outs occur when powdery snow is blown by high winds in below-freezing weather and occur anytime, sometimes for miles.

Thus, when visibility is reduced to zero, drivers must slow down or get completely off the road, parking in a safe area as soon as possible.

Driving in deep snow has its problems. A car gets better traction if it's equipped with snow tires. However, added drag can cause the engine to labour and overheat, so a constant eye on the temperature gauge is recommended.



In very cold weather vehicles get better traction in hard-packed snow.

And, finally, the last winter driving condition: wet snow. As it hits the ground, it turns into slush, eventually building up in the car's wheel wells which can actually restrict steering and maneuverability. To avoid this — clear them out periodically.

Students challenge...

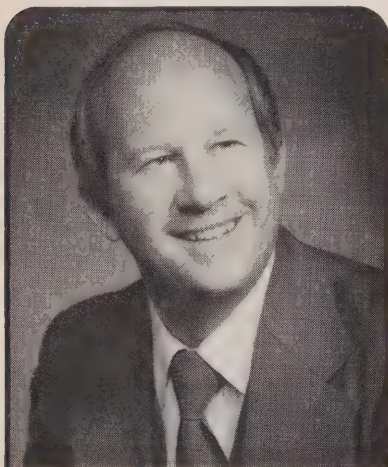
A rabbit warren of blind alleys and c

Twenty years ago, drivers weaving their ambulances through traffic on an emergency call probably had no more driver training than the patients they were carrying.

It's only in recent years that emergency vehicle driving has come to be recognized as the special skill it is. Few would quarrel with Jim Hanna, when he states in the preface of his new book, **Ambulance and EMS Driving:**

"To operate an ambulance, EMS unit or other emergency vehicle in today's traffic, with the added need for expeditious response, smooth driving for in-transit patient care, and the necessity of operating in even the severest weather, requires a degree of driving skill probably beyond that needed for any other vehicle."

Hanna's new book, published by Reston Publishing Co., is the only textbook available dealing specifically with the demands of emergency ambulance driving. That's precisely why Hanna wrote it. He found himself teaching ambulance officers how to handle their new vehicles, with nothing to teach from.



Jim Hanna

In 1975, the Ministry of Health passed a law requiring all new ambulance attendants to pass a one-year ambulance and emergency care course. Offered at 10 community colleges, it was designed to give a thorough grounding in all aspects of emergency patient care.

Humber College decided to take a slightly different approach and add a driving component as well, reasoning

students should be fully employable at the end of their studies — meaning, with an "F" class licence, allowing them to drive ambulances.

So they called on Hanna to design and teach a unique course intended to give students the opportunity to gain experience in the operation of ambulances and develop the skills necessary to meet MTC's class "F" licence requirements.

Hanna has been involved with emergency vehicles since he joined St. John Ambulance at 19. It soon became obvious he'd found his vocation, a fact which, becoming an executive officer with Ambulance Services at the Ministry of Health, was confirmed a number of years later.

While there, he was frequently called on to investigate ambulance accidents, and another area of interest and expertise was born. Then, becoming a division head with the Metro Toronto ambulance service — the largest in North America — allowed him to do much more accident investigation.

Three years ago, he set up his own emergency health consulting business, drawing on his management, operational and patient care experience.

He's used that experience to set up a program combining 16 hours of training in ambulance maintenance, operation and safety, and eight hours in the classroom learning ambulance driving concepts with seven hours actually spent driving.

The driving part is taught in a standard ambulance. It starts out with off-street driving on the grounds of Humber College, in what Hanna cheerfully calls a "rabbit warren of blind alleys and one-way streets". Here students confront the handling problems of their vehicles — backing by mirrors, turns, limited clearance and route selection.

Then it's out on the road, three students at a time. Hanna has designed a route encompassing most driving situations an ambulance officer is likely to meet.

"We begin in the suburbs," he explained, "on 40 km/h residential roads with stop signs and school zones. Then we move up to 60 km/h urban streets, like Kipling or Rexdale Blvd., heading for Mississauga, with narrow country roads and 80 km/h two-lane highways. Finally, we return to Toronto on the 401 and 427 to give them a taste of high-speed divided freeways. Each student gets an opportunity at each type of driving."

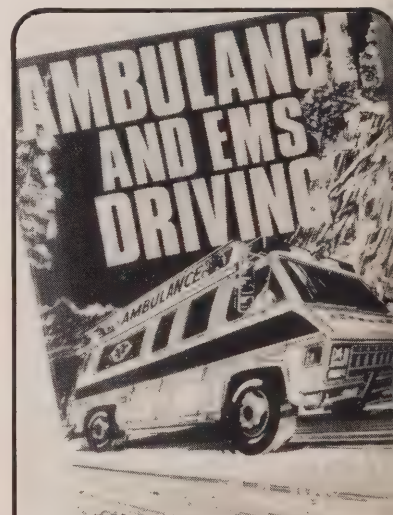
Under MTC's recognized authority program, Hanna also administers an "F" class road test at the end of each course. "Most students ultimately get their licence as a result of their concentration and effort," he says, "as they now have the feel of the vehicle and know there's a lot riding on it. No licence, no job."

The basis for all this teaching, both in classroom and in van, is Hanna's new textbook. Written entirely by him and illustrated largely with his own photographs and diagrams, it strongly reflects the author's convictions about the job of driving an ambulance or emergency vehicle.

"Contrary to popular belief," says Hanna, "it's not about high-speed driving. First, the vehicle won't take it because a van has a very high centre of gravity, so you can't throw it around the way you might a normal car."

"But the other aspect is that we're taking these people and training them for 10 months to look after patients. It's insane to put them in the back where all they can do is brace themselves and hold on while the driver rockets like Sterling Moss."

As Hanna points out in the text, very few cases require excessive speed in reaching the hospital. Moreover, a recent Canadian study revealed an ambulance could expect to save one minute over three miles of travel by using high-speed driving techniques. That small gain must be weighed against the stress that fast

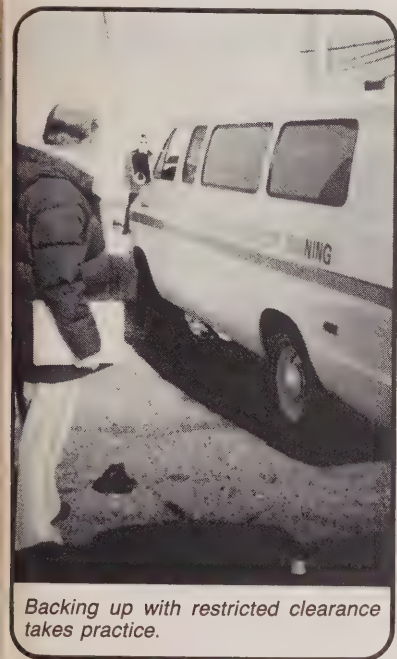


Only book in North America relating to all aspects of ambulance operation.

-way streets

cornering, abrupt stopping and acceleration puts on a patient, and the risk of accident involving both the ambulance, patient and other people on the road.

In fact, the essence of the book can be found in Hanna's contention that "the need for the high-speed run has been



Backing up with restricted clearance takes practice.

replaced by the need for more deliberate and judicious travel to permit the optimum application of patient-care skills".

All advice is aimed at giving the driver the knowledge needed to achieve that life-preserving "deliberate and judicious travel".

Ambulance and EMS Driving is crammed with tips and "tricks of the trade" that would simply never occur to the uninitiated, such as how to deal with rock festivals, how to approach a stricken plane, how to wait for a helicopter to land or how to deal with blind patients. In its 200-odd pages, it covers everything from taking advantage of police escorts to the litigation which could result from a driver's actions.

It also contains some horrifying pictures of ambulance accidents — accidents all the more terrible since the vehicles ended up claiming the lives they were trying to save.

Perhaps with more courses and textbooks like Hanna's, they'll become valuable historically — the last pictures of their kind.



Proper positioning for easy patient access is vital.



Hanna cautions his students to be aware of overhead clearance.



An ambulance can be required to maneuver into some pretty tight spots.

Forty years of driving without single scratch

When you add up the kilometres driven during his thirty-three years of company service plus the personal driving over a total span of forty years, Jim Couse, Director of Technical Services of the Poultry Division of Maple Leaf Mills Limited, has now driven over 1.6 million kilometres (one million miles) without ever having an accident or even a scratch on his vehicle. Couse has never been involved with any insurance claim for damage to his car or others caused by an accident.

During those years, the type of driving environment has varied greatly, from isolated rural concessions in winter to congested city traffic around Toronto but with the majority of kilometres being driven in rural Ontario.

Couse states that there are some key factors in achieving a 1.6 million kilometre record in addition to a lot of luck!

1. Don't take chances, especially with today's very heavy traffic.
2. Be super-observant of the "other" driver's actions, especially for any erratic moves that indicates poor driving habits or unsafe vehicles. If so, stay well clear of them.
3. Be aggressive when you have to, in order to get out of a "tight spot" that might lead eventually to an accident. Find an alternative route or simply get out of the way of potential trouble. Stop for a while if necessary.
4. Be extremely careful on wet or slippery roads and develop an instinctive "feel" for the right speed, cornering and braking action. If the conditions are particularly bad, simply cancel the trip as the danger is not worth it.
5. Keep your vehicle in top shape, especially tire inflation, brakes and steering, and don't start out if full vision is blocked in any way. (Clean all the windows in winter, not just a peek-hole front and back).
6. Attempt to stay alert at all times even on long boring trips by concentrating on the actual driving function.

It is interesting that 1.6 million kilometres at an average speed of 80 km/h amount to 20,000 hours of driving, or 2,500 eight-hour business days or 500 five-day weeks, equivalent to well over 10 years of straight driving time.

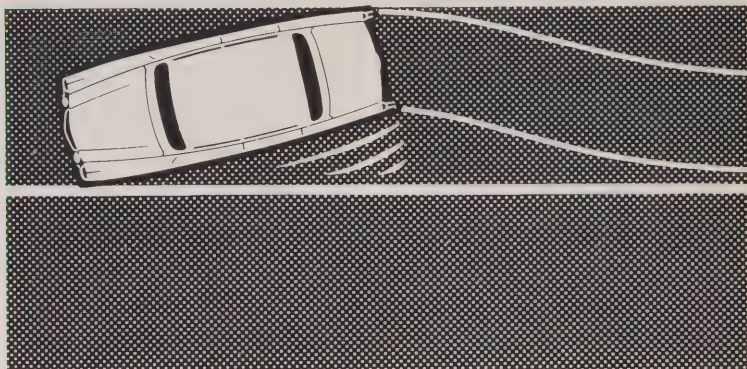
Maple Leaf News
Fall 1982



Couse says driver concentration is imperative in order to avoid an accident.

Test your driving skills

You are driving down a snow-packed icy road and suddenly your car begins to fishtail. Do you know what to do?



Question:

What would you do...

(Put an "X" beside your response(s).)

1. With your eyes?

- | | | |
|-------------------------------------|---|---|
| <input type="checkbox"/> Look left | <input type="checkbox"/> Look straight | <input type="checkbox"/> Look side mirror |
| <input type="checkbox"/> Look right | <input type="checkbox"/> Look rear mirror | |

2. With your feet?

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> Increase gas | <input type="checkbox"/> Decrease gas |
| <input type="checkbox"/> Off gas | <input type="checkbox"/> De-clutch (Standard transmission) |

3. ☐ Slam brake

- | | | |
|------------------------------------|--|--------------------------------------|
| <input type="checkbox"/> Off brake | <input type="checkbox"/> Brake slowly | <input type="checkbox"/> Pump brakes |
| | <input type="checkbox"/> Parking brake | |

4. With your hands?

- | | | |
|--------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Steer left | <input type="checkbox"/> Grip firmly | <input type="checkbox"/> Swerve |
| <input type="checkbox"/> Steer right | <input type="checkbox"/> Hold loosely | <input type="checkbox"/> Steer in the direction you want to go |

5. ☐ Shift to neutral

- | | | |
|---|---------------------------------------|--------------------------------------|
| <input type="checkbox"/> Shift to reverse | <input type="checkbox"/> Shift to low | <input type="checkbox"/> Don't shift |
| | <input type="checkbox"/> Shift park | |

see page 8 for answers

SAFETY BRIEFS AROUND THE WORLD



USA: Five years from now, cars may sport bodies made of a material that's virtually rustproof, heat-resistant and undentable by minor impact, according to a report from United Press International (UPI). The "wonder material" would be as strong as steel, yet so lightweight it would drastically improve fuel efficiency. A composite of graphite (carbon) fibres incorporated in a matrix of plastic, it owes its strength to the unique properties of the fibres — principally low density and high tensile strength. UPI also noted the future of carbon fibre composite auto bodies is not completely assured because of cost, since they are derived from petroleum products at about \$9 per kilogram. However, a professor of environmental and civil engineering at the University of Southern California is now working on a composite made from asphaltene, a solid black coal and waste product.

Switzerland: Motorists, motorcyclists and bicyclists are prohibited from using "headset" stereos while on the road.

FRANCE: A 100-year old woman, believed to be one of France's oldest drivers, has driven 73 years without an accident. Two years ago, she swapped her venerable Citroen 2CV for the more powerful Citroen Dyane. She credits her good record to never taking risks and never doing anything to excess.

Switzerland: Prior to the seat belt law, people who were stopped by police and found to be wearing seat belts, were congratulated on their good sense and handed a lottery ticket. Draws were held at a later date and handsome prizes awarded to the six winning tickets.

U.S.A.: In Perry, Ohio, police chief Lee Lydic has found his answer to deterring speeding motorists...and it works. It's a dummy policeman, all decked out in an official shirt, tie, badge and regulation hat and placed in a patrol car parked at different locations every day.

U.S.A.: Criminal lawyer F. Lee Bailey has the answer to cure drunk drivers: build a car with an alcohol detection device built into it. When a driver gets in and breathes into the device, the engine won't start if the alcohol reading is too high.

England: British Leyland automakers have built a lightweight, five-seat car which when driven at a steady 48 km/h (30 mph) gets 2.12 L/100 km (133 mpg). It has a specially designed 1.1 L three-cylinder engine which can top speeds of 185 km/h (115 mph). Plastic and aluminum panels assist in getting the great fuel economy. Classed as a "balanced design", the car provides fuel economy without sacrificing comfort and performance.

U.S.A.: The owners of 1800 electric cars in California will be glad to see the world's first commercial automated electric-vehicle charging station being installed at the Los Angeles Marriott Hotel. Located near the airport, it will be able to recharge an electric car overnight or over a half-day period. Fast charge outlets will take about 45 minutes to recharge vehicles equipped with batteries capable of accepting such a power surge.

THIS IS THE LAW

Did you know that

Under the Highway Traffic Act, trucks over 6.5 m in length are prohibited from using the left-hand passing lane on most highways with three or more lanes in each direction. (R.R.O. 1980, Reg. 480)

Therefore, they must use the centre lane for passing. So, it's much appreciated by truck operators if drivers don't make a practice of driving in the centre lane.

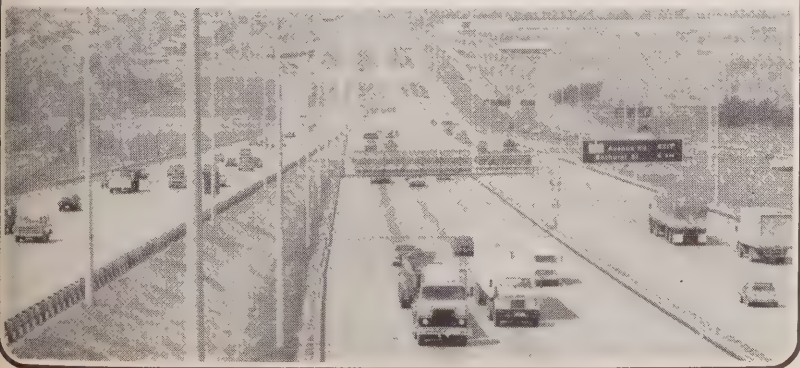
No parking... then and now

The first No Parking signs were found in Nineveh in ancient Mesopotamia.

They were clay tablets bearing hieroglyphics and were placed on both sides of the paved procession streets which led to the temples and other places of worship.

These No Parking warnings weren't taken lightly by the local gentry. The penalty for parking was simple, clean cut and irrevocable...your life.

So today's \$10 fines may hurt...but not that much!



Coming Events

March 2-4, 1983 — Fleet maintenance course, Ontario Safety League. For details call E.L. Moore, manager, traffic safety department, 82 Peter Street, Toronto, M5V 2G5 (416) 593-2670.

March 14-25, 1983 — Motor fleet driver trainer course, Ontario Safety League.

March 28, 1983 — Humber College driving instructor course. For information contact Kate Dorbyk at (416) 675-3111 Ext. 455.

April 6-8, 1983 — Vehicle accident investigation course, Ontario Safety League.

May 9-13, 1983 — Advanced fleet driver trainer course, Ontario Safety League.

May 16-18, 1983 — DDC instructor development course, Ontario Safety League.

July 4-29, 1983 — Driver education instructors course for teachers. Applicants must have Ontario Teacher's Certificate. Location York University Centre for Continuing Education, 4700 Keele Street, Downsview, Ont. M3J 2R6 in co-operation with the Ministry of Education and York Region Board. Information call (416) 667-2502

Test your skills — answers

Eyes

1. Keep your eyes looking straight ahead so you can see what's coming in case you have to take evasive actions.

Feet

2. Ease off the gas and, in a standard transmission, de-clutch to disconnect the power to the drive wheels.
3. Don't touch the brakes unless you absolutely have to. A two-wheel lock may put you in a worse predicament.

Hands

4. Grip the steering wheel firmly and steer in the direction you want to go. In a fishtail skid, if the rear swings left steer left...swings right, steer right.
5. In an automatic transmission, shift to neutral to disconnect the power and disturbing force to the drive wheels.

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

Jackie Boyle

John Russell

Contributions or queries should be addressed to the editor.

ISSN 0702-8040

Letter to the Editor

Dear Editor:

I wrote you six years ago reporting that seat belts had saved our lives. Our car was totalled near Oakville and I spent three weeks in Trafalgar Hospital as a result.

So much for lightning striking twice...because on June 29th our Volkswagon Rabbit was demolished in Sault Ste. Marie.

We had our seat belts fastened and lived through it again. My husband sustained only a scratch. I had major injuries and have lost partial use of my right hand...but we're alive.

The ambulance driver and police marvelled that we were still alive after being thrown by a Winnibago into the other lane of oncoming traffic and getting hit by another car.

Keep on telling people to use those seat belts.

Best wishes for continued success of Ontario Traffic Safety. I thoroughly enjoy it and pass it on to other motorists.

Sincerely,

(Mrs.) Dorothy F. Cahill
Sault Ste. Marie

ontario traffic safety

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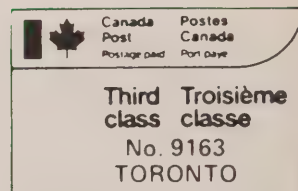
Hon. James Snow, Minister.
H.F. Gilbert, Deputy Minister.

Editor: Terry Di Carlo
(416) 248-3500

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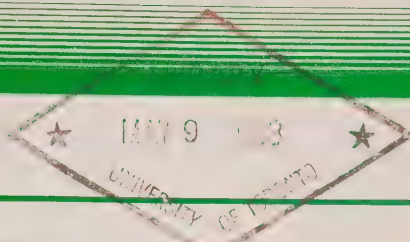


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Ontario Traffic Safety



Ministry of
Transportation and
Communications



MARCH/APRIL 1983



Validation of driver's licence in Ontario

So your licence has expired and you're angry. After all, Ontario's Ministry of Transportation and Communications was supposed to send you a renewal application.

But the fact is, the onus is on YOU, the licensed driver.

Remember, driving is a privilege and there are certain things one must do to keep it. One is to make sure your licence is valid.

Although MTC does mail renewal applications well in advance of expiry dates, they're often misplaced along with other bills or papers, lost in the mail, or, you could have changed address without notifying the ministry.

Whatever, it's up to individual drivers to ensure their licences are valid.

Renewal dates usually fall on drivers' birthdates, so, about 30 days before their birthdate, drivers should put in a renewal application — even if they didn't receive one in the mail.

Such applications can be picked up at any motor vehicle licensing office.

If drivers' licences expire before receipt of the new valid ones, they can get their licences stamped for an extension at any driver examination centre or MTC office.

But, if a licence has already expired, a driver will require a temporary permit should he/she wish to drive. This will be destroyed once the new valid licence arrives.

Remember, ignorance of any law is no excuse. If drivers are stopped by a police officer, they must surrender for inspection a *valid* driver's licence or face a \$20 to \$100 fine.

So, check those drivers' licences.

VRS means ... no more of those l-o-n-g lineups

At the end of February, Ontario residents saw the last of the long lineups for licence plate renewals.

And later this year, licence plate holders will receive an invitation to renew on their birthdate or assigned date in the case of company-owned vehicles — 45 days before the expiry date.

Like a driver's licence, registrants should get their validation stickers by the assigned date or face fines.

Although the invitation to renew is mailed, validation stickers will be obtain-

ed from any licence issuing office — not through the mail. As was done in the past, the vehicle registration and proof of insurance must be presented to receive a sticker.

Eventually, the invitation will also tell the registrant how much is owing in defaulted parking convictions and/or NSF cheques issued for a vehicle-related transaction. These will have to be paid up before a validation is sold and can be done at the licence issuing office at renewal time.

out such things as proper tire pressure and the use of proper engine oil.

It also stresses the importance of the driving task.

Want to learn more about driving safely and economically? Obtain copies of the spring/summer seasonal pamphlet from DriveSave, M.T.C., 1201 Wilson Ave., Downsview, Ont. M3M 1J8.

And remember ... DriveSafe, DriveSave adds up to DriveSense!

Drive safely and economically

It's spring. So get those snow tires off and give your car a tune up.

For the best performance out of a car, it must be running properly. It's easy on the pocket book. And safer.

DriveSave is concerned about driving safely and economically. As an Ontario Government program, it offers drivers tips on safety and fuel economy in seasonal pamphlets.

Their new spring/summer issue points

Automatic Suspensions

How can drivers lose their driving privileges?

Driver licence suspensions are automatic if drivers are convicted or found guilty of any of the following:

1. (a) Driving or having care and control of a motor vehicle while ability impaired by alcohol or drugs.
(b) Refusing to submit to a breath test for alcohol.
(c) Failing or refusing to provide a breath sample for roadside testing.
(d) Driving or having care and control of a motor vehicle with more than 0.08% alcohol in the blood.
(e) Failing to remain at the scene of an accident.
(f) Dangerous driving.
(g) Criminal negligence in the operation of a motor vehicle.
(h) Motor manslaughter.
2. Accumulation of 15 points under the Demerit Point System.
3. Accumulation of six demerit points under the probationary driver system.
4. Failing to satisfactorily complete a driver's re-examination when required to do so.
5. By order of the Court for failure to pay a traffic fine.

Safe driving tips...

Freeway driving can be demanding. And difficult. Yet, due to limited access and lack of intersections, it's safer.

A freeway is a controlled-access, multi-lane, divided highway and vehicles travel faster than on urban or two-lane highways.

So, when entering a freeway and while still on the entrance ramp, every driver should gauge the core traffic flow and begin to safely anticipate its speed. As you reach the acceleration lane, it's imperative (and safe!) to signal your intention while accelerating to ensure your smooth entry into the traffic flow.

And drivers already on the freeway should move over — if safe to do so — leaving the access lane clear to accommodate merging vehicles. It goes without saying that once on the freeway, drivers should obey posted speed limits.

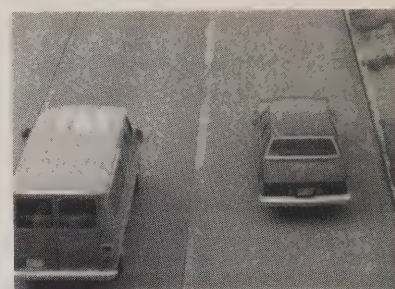
Good, safety-conscious drivers operate their vehicles at steady rates of speed, looking ahead, anticipating traffic flow changes. It makes dollars and "cents" if you do, because you're not braking and accelerating, using expensive gas. And, it's much safer if you don't have to change lanes in a hurry. Besides, driving at a constant speed results in good travelling times as well as a more relaxed trip.

Keeping the two-second rule following distance can help you maintain a

steady rate of speed. In bad weather, that "following" distance should be increased. In short, the two-second rule should be extended to three, four or even five seconds.

If the freeway ahead is blocked, check the mirrors when slowing. And, if there's a serious traffic interruption, try your emergency flashers as a precautionary set of signals.

And passing on the right is hazardous because you may be using other vehicles' blind spots, meaning if behind a slower vehicle wait for the vehicle to



Drivers on acceleration lane anticipate entry...



and merge without disrupting the traffic flow.

move. If it doesn't, signal your intention clearly before passing on the right, (flick your lights on and off) and be wary of any sudden move to the right.

Once you've passed, always move back into the righthand lane, thus enabling other overtaking vehicles to pass safely.

When leaving a freeway, anticipate your exit. Pay attention to the appropriate signs. Signal your intention. Move over to the deceleration lane and adjust your speed. In short, slow up.

If you miss your exit, **DO NOT STOP OR REVERSE ON THE FREEWAY.** Instead, continue to the next interchange and return to the correct exit.

Remember, it only takes a second of indecision for an accident to happen. So, plan trips in advance, know your destination and allow for rest and service stops. And, never drive when tired or drowsy.

THIS IS THE LAW

Did you know that

Drivers approaching a railway crossing with clearly visible electrical or mechanical signal devices in action or a flagman warning of an approaching train must stop their vehicles not less than five metres (about 16 feet) from the nearest rail of the railway and they cannot proceed until it's safe to do so. And, no drivers shall drive through, around or under a crossing gate or barrier at a railway crossing while it's closed or being closed or opened.

Contravention of this law carries a fine of \$20 to \$100 and three demerit points.



Life can be scary...

Blind pedestrians depend on sounds

Dealing with rush-hour traffic while crossing the street is enough of a chore for sighted pedestrians.

But for the blind, it can be frightening, confusing, even dangerous — without the co-operation of motorists.

"The blind depend on motorists to obey the rules of the road because signs and traffic signals are the keys to their getting around," says Melody Brewer, one of three CNIB orientation and mobility instructors based in Toronto.

Although there are several sophisticated electronic aids on the market, the white cane still remains the universal standard. And they come in fiberglass or aluminum with a white fluorescent covering and red tip.

Unfortunately, there are few electronic aids in use across Canada because they are expensive — prices are from \$2,000 to \$3,000 each. And teaching a blind person to use one of these aids can take months.

Guide dogs, too, are expensive — in the \$2,000 range. And the blind have to undergo intensive training to be capable of caring for a dog as well as having compatibility with their animals.

For the visually-impaired or blind just starting mobility instruction, life can be especially scary, according to Brewer, because they have to deal with the confusion of traffic, then put it into some organized sequence to get across the street safely.

"Blind people use the sounds of traffic to get across the street," she explains, "and they rely on surges of parallel traffic — traffic moving parallel to their line of travel."

CNIB's orientation and mobility instructors teach their students to listen for these surges, then step onto a pedestrian crosswalk at an intersection to let motorists know they are crossing. This gets them started before drivers attempt right-hand turns.

"This is a difficult move to make. It's also risky. But once learned, it's fool-proof and works all the time because it gives the blind control over their situation," Brewer notes.

Problems arise when drivers who spot a blind person about to cross at an intersection, honk their horns. This can be confusing, because blind students are instructed to wait on the curbside until traffic passes.

Brewer advises motorists not to stop and honk. Rather drive by, or make their turn — exercising caution, of course.

Well-meaning drivers who screech to a stop then grab a blind pedestrian and drag him/her across the street constitute another problem.

"Motorists shouldn't assume the blind always need help to cross a street. Most are very capable of doing so. But if you are going to help, speak to them first, then let them take your arm. When you can't see, someone pushing or pulling



Gorman notes that cars and trucks parked on sidewalks or illegally parked vehicles constitute unnecessary hazards for her, and other blind people.

you into traffic is frightening," Brewer explains.

The visually-impaired and blind also face other traffic-related problems. One of Brewer's students, Donna Gorman, points out that cars or trucks parked in a blind person's line of travel — up and over sidewalks — create obstacles and hazards at the same time.

Gorman, who just started mobility instruction because of a degenerative eye condition, can expect to undergo 90 or more hours of training, learning how to get around her neighbourhood easily and safely.

"Late-model cars have very quiet engines," says Brewer, "and this is another problem. Motorists must always keep this in mind because the blind listen for and use engine noise as a guide."

Drivers should also try to stay behind the painted lines at intersections. If they stop in the middle of a crosswalk, they obstruct the blind's line of travel and disorient them," Brewer adds.

One area instructors steer clear of are point-your-way-across pedestrian crosswalks. These are bad news for the visually impaired because some drivers just don't stop. So they focus on controlled intersections with traffic signals or stop signs.

Brewer has one final bit of advice for motorists, cautioning them to keep a sharp lookout for people displaying a white cane at intersection crosswalks.



Brewer, right, CNIB orientation and mobility instructor, shows the proper way to guide a visually-impaired person across the street. Gorman, left, is one of Brewer's visually-impaired students.

Geoffrey Frazer: MTC's communicator

If communication is the name, Frazer's probably played the game.

Although his main interest has always been in the photographic and audio visual side of the business, MTC's motion picture director/producer Geoffrey Frazer has been involved in just about every aspect of communication. He had an audio visual equipment manufacturing company, owned a small publishing house and made motion pictures and slide programs.

"I've been interested in photography ever since I was 10", recalled Frazer. "And when I was in the Royal Air Force (RAF) I dallied in the art anytime I got the chance."

While in Japan with the RAF, Frazer worked on the force's newspaper in addition to his regular duties as an aircraft fitter.

After leaving the RAF, he joined English Electric and became involved in experimental aircraft engineering.

By 1950, Frazer was with Canadian-based A.V. Roe as a lab tech and, at the same time, did freelance photography for old Toronto Telegram.

Other extra-curricular photographic activities included president of the committee that set up short photography courses for students at the University of Western Ontario and presidency of the Professional Photographers of Canada association from '62 to '64.

Other work included assignments for well-known groups and magazines, including Reader's Digest.

In 1966, after promotion work for Reader's Digest, the federal government asked Frazer to come up with a presentation to show members of the House of Commons the breadth and scope of the centennial year programs, including such things as EXPO '67 and the historical train and trailers touring Canada.

In response to this, he came up with a multi-screen production which was presented to the prime minister, cabinet and all MPs. This established him as a pioneer in the multi-screen presentation style at a time when the system was new on the A/V scene.

"A multi-screen program is similar to a movie only the scope is broader because you're working with a much larger screen," explained Frazer.

"The important thing to remember in both styles is that your purpose is to tell a story. And all the scenes have to fit each other — like pieces of a jigsaw puzzle — to make a smooth-running whole."

In his nine years with MTC, Frazer has developed numerous A/V displays and produced and directed about 20 ministry films, usually involving motion or sound.

For example, a few years ago, when Frazer and his team were looking for something new to put into the 1977 CNE display, he came up with the concept for the vidicars.

"The vidicars give you a bit of fun, while at the same time test your driving skills and teach you where to look when



The vidicars are used by police forces across the country.

you're behind the wheel," explained Frazer.

The vidicars are still popular after thousands of people have tested themselves on them. And they've also been used for drinking and driving simulations by such groups as police, CBC, Global TV, TV Ontario and several newspapers.

MOTAC and CATOM, two ministry-made robots are often included in Frazer's displays. "They're designed to talk about safety and make the presentation entertaining," explained Frazer. "They're an example of the modern tools we use to communicate our message in an up-to-date fashion."

Some awards Frazer's productions have reeled in include Public Affairs Awards for 1980 and 1982 from the American Association of Motor Vehicle Administrators (AAMVA), and a 1979 Award of Merit from the National Committee of Films for Safety.

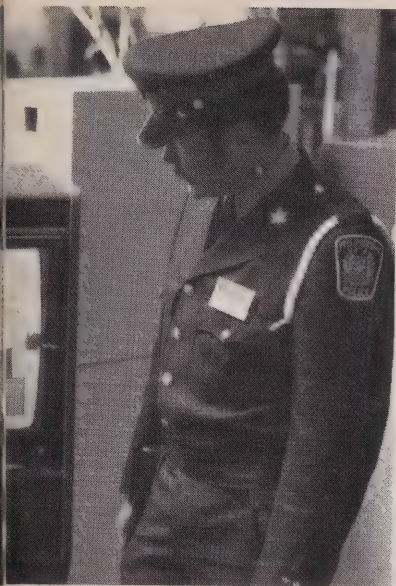
Frazer is especially proud of the award he received for "The Alcohol You," the second film in his "Three for the Road" trilogy on drinking and driving. It was named "Film of the Year" by the U.S. National Committee of Films for Safety in 1981.

"This award isn't given out every year, but rather only when the committee thinks a film is good enough to merit the prestigious title," pointed out Frazer. "And we were up against some pretty stiff competition including Walt Disney Studios and CBS News."

Six of his movies are distributed in the United States in addition to Canada. And the success of Frazer's work is further evidenced by the tell-tale plaques and prestigious awards covering the walls of the audio visual section.



In 1981, Peter Rooney, National Safety Council, (right), handed Frazer the "Film of the Year" award from the U.S. National Committee of Films for Safety for the film "The Alcohol You".



...rince in their safety campaigns.

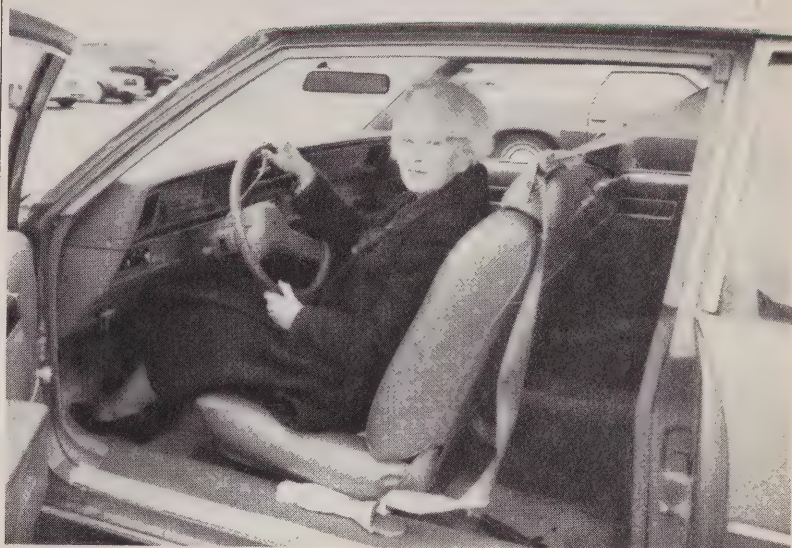


Frazer tries to put scenes in a film that people can relate to and remember, such as this accident scene from the film "Dice in a Box".



MOTAC and CATOM, MTC's robots, were Frazer's concepts and built by Bill Martin in MTC's machine shop at Downsview.

First road test in 65 years



She's 80 years old and still got what it takes — to be a driver that is. MacInnis just finished her first road test after 65 years of driving.

Under Ontario's regulations, drivers 80 and over, are among those who must pass a driving examination before renewing their licences each year. This isn't intended to penalize, but rather to help them maintain the good driving habits needed to cope with today's complex driving conditions.

MacInnis said she was quite nervous at first, but the driver examiner was so helpful and understanding, she soon became relaxed and had no problem passing the test.

Unbelted occupants don't have a chance

There are still some people who like to argue that they are safer thrown outside a colliding vehicle than when kept within it.

A study completed some time ago for Transport Canada indicates what was hit in the second collision — that is, instants after the vehicle crashes, the collision between the occupant(s) and some fixed object(s). These refer to unbelted occupants, and add up to more than one hundred per cent because in some cases, the person hit more than one object.

5 per cent were fatally injured by the hood

8 per cent came into fatal contact with the windshield

11 per cent with the instrument panel

12 per cent died after hitting the roof

20 per cent or one in five, were fatally injured by the frame

22 per cent collided with, or were hit by, the surface of the side mirror.

30 per cent came into fatal contact with the steering assembly

30 per cent also died after contact with exterior of the vehicle, or other objects outside the vehicle.

The Canada Safety Council believes that safety belt systems guard against most of these hazards. Thirty per cent would never have left the confines of the vehicle, and many of the other points of contact would have been less severe with use of proper restraint systems.

Belts, anyone?

SAFETY CANADA

U.S. curfews cut crashes

When the nighttime driving of 16-year-olds is curtailed by a curfew, the number of crashes they are involved in will decrease by as much as 69 per cent, according to a study conducted by the Insurance Institute for Highway Safety.

Of 12 states having curfew laws, Louisiana, Maryland, New York and Pennsylvania were selected for study because they are considered to have the strongest curfew laws in terms of ages and hours covered. Pennsylvania, for instance, prohibits driving by 16-year-olds (and 17-year-olds without driver education) from midnight until 5:00 a.m. unless accompanied by a parent or spouse 18 years or older. New York prohibits 16-year-olds from driving from 9:00 p.m. until 5:00 a.m. unless accompanied by a parent or driving to or from work or school.

To calculate the effects of the curfew laws, researchers compared crash involvements for each hour of the day in each state with comparable data in states not having curfew laws. The study showed that longer curfew hours and strong enforcement had the greatest effect on reducing crash rates. In Pennsylvania, where enforcement is strong, the crash rate for 16-year-olds was lowered by an estimated 69 per cent. In Louisiana, where levels of compliance and enforcement are lower, the crash rate was lowered by an estimated 25 per cent. Rates in New York and Maryland were lowered by an estimated 62 and 40 per cent, respectively.

Past studies have shown that a disproportionately large number of crashes are caused by 16-year-olds, particularly males, driving at night.

Dreaded potholes

They can jump up at you unexpectedly, damage your tires and rims, throw your car out of alignment and, worst of all, cause you to lose control of your vehicle.

What are they? POTHOLEs.

Avoiding them can be dangerous while driving over them can be costly.

So, what's a motorist to do?

Firstly, on badly damaged roads, slow down to lessen the impact on your tires.

And, use your brakes early, letting up on them *before* you hit a pothole. Pothole edges don't hurt rolling tires as much as locked tires.

Keeping tires properly inflated is important, too. Any under-inflated tires can

Test your driving skills

You are driving on the highway and travelling about 80 km/h... all of a sudden... a rear tire blows. Do you know what to do?



Question:

What would you do?

(Put an "x" beside your response(s).)

With your eyes?

1. ☐ Look left ☐ Look straight ☐ Look side mirror
☐ Look right ☐ Look rear mirror

With your feet

2. ☐ Increase gas ☐ Decrease gas
☐ Off gas ☐ De-clutch (standard transmission)
3. ☐ Slam brake ☐ Brake slowly ☐ Pump brakes
☐ Off brake ☐ Parking brake

With your hands?

4. ☐ Steer left ☐ Grip firmly ☐ Swerve
☐ Steer right ☐ Hold loosely ☐ Steer in the direction you want to go.
5. ☐ Shift to neutral ☐ Shift to low ☐ Don't shift
☐ Shift to reverse ☐ Shift park

See page 8 for answers

be damaged when they hit pothole rims.

Of course, if at all possible, avoid potholes. But, before swerving to avoid them, check for other motorists.

If you notice a vibration or shimmy after travelling on a bad road, have your vehicle checked...if for no other reason than it's wise to have the wheel alignment and suspension checked regularly.

Engineers have made cars and roads safer, but are having trouble redesigning the drivers.

SAFETY BRIEFS AROUND THE WORLD



CANADA: A Scarborough moving firm's drivers are rolling their 18-wheelers down a highway paved with gold. Under their company's bonus plan, drivers receive gold coins on the basis of neatness, safe-driving and punctuality. They earn points on their performance and every month drivers from each division receive three gold coin awards — one-half, one-quarter and one-tenth ounces. In addition, there are two quarterly awards of full-ounce coins. Last year the company saved \$23,000 in insurance claims and reduced premiums. President Jack Clifford says he wants to make his drivers the best in the country.

* * *

U.S.A.: Idaho is getting serious when it comes to speeding. A bill was recently introduced which would provide a \$5 "energy-wasting" fine for anyone speeding in excess of 80 km/h (55 mph) with no maximum speed indicated.

* * *

DENMARK: Convicted drunk drivers receive a three-week jail term and loss of their licence for a year and a half — with no exceptions.

U.S.A.: There are more ways than one to hitch a ride. A woman and her daughter took a 24-km ride attached to the back of a tractor-trailer truck. Apparently their car slammed into the back of the truck and stuck. The driver of the truck didn't hear the woman's shouts or see her waving her arms as he continued driving. A passing motorist contacted police who stopped the truck.

* * *

CANADA — Pet owners no longer need to fear for the life of their pets while travelling in a vehicle. Kay Products of Willowdale, Ont., has designed a restraint for cats and dogs which will protect them and the driver should the vehicle stop suddenly. It's a lightweight vest, adjustable in width and can be used with lap or diagonal car seat belts. The vest also eliminates stress points which can snap or cut into the pet.

* * *

WEST GERMANY: Mercedes-Benz will be the first automaker to make air bags available as an option in several of their model cars later this year. Results of market studies prompted the decision. In the U.S. 53 per cent of all Mercedes owners buckle up, compared with a U.S. average of 11.

JAPAN: Toyota has developed a microcomputer-controlled car suspension system with hard and soft settings. Drivers can select manually whether they want a soft ride for urban driving or on rough roads or a "sport" setting for high speeds. The computer also automatically increases the suspension resistance to roll during cornering and increases the resistance of front or rear suspension during hard acceleration or braking.

* * *

CANADA: For \$2.99, drivers can guard against the danger of carbon monoxide poisoning. It's a two-inch octagonal plastic plate about an eighth of an inch thick, that can be stuck on a car dashboard or any wall. The carbon monoxide level is indicated on a small beige button which snaps into a hole in the plate. If the button turns grey, the air contains a dangerous level of carbon monoxide; if black, the level is too high. The device can detect leaks in a car's exhaust, measure the amount of carbon monoxide in a car, as well as detect a blocked chimney in a home. The Easy-Test Carbon Monoxide Check Kit is imported from the U.S. by Richard Chong of Mississauga.

Chief Instructors Unite

A new organization has developed which will have a positive effect on driving instruction in Ontario.

The Chief Instructors Association (CIA) formed in October, 1982, consists of 20 active members who graduated from two 1980-1981 chief instructors courses.

They formed the association to achieve a number of objectives in the driving instruction field.

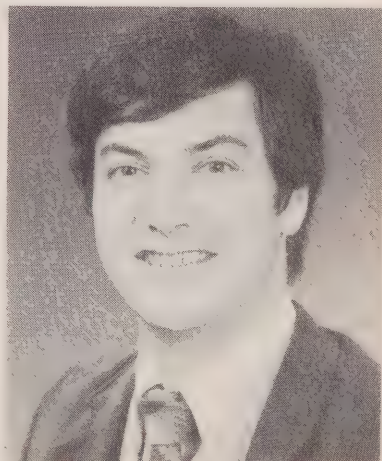
The first objective was to act as an information exchange where chief instructors teaching at community colleges can share their experiences and receive valuable feedback. And, those not teaching at present, are encouraged to

continue negotiating with their community college.

Secondly, CIA is concerned about standards. In particular, the question of admission criteria for applicants to driving instructor courses is being examined.

A third objective — to develop a working relationship with the Driving School Association of Ontario (DSAO), Ministry of Colleges & Universities and community colleges to strengthen their profession is already paying off.

Officers of the association include: president Richard Helfrich; vice-president Ron McCrae; secretary Al Nield, and treasurer Phil Randell.



Richard Helfrich

Coming Events

June 3 - 5, 1983 - Driving School Association of Ontario Annual Convention. Gananoque Inn, Gananoque, Ont. For information contact Sol Chernia, 23 Cayuga Ave., Port Credit, Ont. L5G 3S8 (416) 278-1288.

June 6 - 10, 1983 - Fleet supervisor course, Ontario Safety League. For details call E. L. Moore, manager, traffic safety department, 82 Peter St., Toronto M5V 2G5 (416) 593-2670.

June 26 - 29, 1983 - Canada Safety Council 15th Annual Safety Conference, Hotel Beausejour, Moncton, New Brunswick. For information contact Canada Safety Council, 1765 St. Laurent Blvd., Ottawa, Ont. K1G 3V4.

July 4 - 29, 1983 - Driver education instructors course for teachers. Applicants must have Ontario Teacher's Certificate. Location York University Centre for Continuing Education, 4700 Keele St., Downsview, Ont. M3J 2R6 in co-operation with the Ministry of Education and York Region Board. Information call (416) 667-2502.

July 18 - 21, 1983 - Ninth International Forum on Traffic Records Systems. Radisson St. Paul Hotel, St. Paul, Minnesota. For information contact Ted E. Dudzik, staff representative, traffic records committee, National Safety Council, 444 No. Michigan Ave., Chicago, Ill. 60611, (312) 527-4800 ext. 238.

Letter to the Editor

Dear Editor:

Subject: "Public's Attitude Must Change"

Your November/December issue carried a short article and I would suggest to your editorial staff that they consider a series of articles on responsibilities in connection with the current popular stress on individual rights.

I think along the lines that for every right there is a responsibility; if one fails to assume the responsibility then one really has forfeited the right which they claim they are entitled to.

My criticism of the system is that we are stressing the wrong ends of it.

Yours truly,

John T. Hutchinson
Kingston.

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

Rae Lindsay
John Shragge

Contributions or queries should be addressed to the editor.

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Test your skills - answers

Eyes

1. Look straight ahead for a soft shoulder or somewhere to pull off the travelled portion of the road.

Feet

2. Decrease the gas slowly and de-clutch in a standard transmission. Rear-wheel tire blowouts can cause a fish-tailing effect as they sway, so by de-clutching you are disconnecting the power to the drive wheels reducing the chances of fish-tailing.

3. Once the car has slowed down begin applying the brakes gently and bring it to a full stop off the travelled portion of the road.

Hands

4. At the first indication of a tire blowout, grip the steering wheel firmly and concentrate on maintaining control. Blowouts can cause tremendous steering and wheel vibration. Steer the vehicle in the direction you want to go.

5. In an automatic transmission, after decreasing the gas, shift the car to neutral to disconnect the power to the drive wheels to help prevent "fish-tailing".

ontario traffic safety

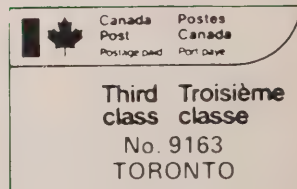
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Hon. James Snow, Minister
H.F. Gilbert, Deputy Minister

Editor: Ms. Terry Di Carlo
(416) 248-350

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Ontario Traffic Safety



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Communications



MAY/JUNE 1983

Motorcycle statistics alarming

Some alarming motorcycle accident statistics were revealed at a recent seminar held in Toronto.

In late April, the Ministry held a motorcycle safety seminar at Queen's Park to discuss real and/or perceived problems in motorcycle safety.

The idea was to bring together a broad group of motorcycle experts to determine why motorcycle deaths and injuries have been on the increase over the last couple of years while fatality figures have decreased for other types of accidents.

Chaired by MTC's, ADM Safety and Regulation Mark Larratt-Smith, it included representatives from TIRF, the Canada Safety Council, MMIC, Ontario Safety League, the OPP and Metro Toronto Police, a motorcycle



One-third of all motorcycle fatal accidents involved unlicensed motorcycle drivers.

safety research team from Biokinetics & Associates Ltd., Honda Canada, two chief instructors' of the CSC approved courses and representatives from motorcycle groups.

Four presentations were made in the morning dealing with accident statistics, rider education and licensing and motorcycle safety research. The balance of the day was used for formal presentations by individuals and a discussion of the problem.

The 1982 Ontario motorcycle accident statistics were used as a basis to

determine the cause of increased fatalities and injuries and some alarming facts were uncovered:

- One hundred and four drivers and 22 passengers were killed; 4,603 drivers and 905 passengers were injured;
- Up to one-third of all motorcycle fatal accidents involved unlicensed motorcycle drivers;
- Fourteen per cent of the drivers and 18 per cent of all passengers

(continued on page 7)



Booster seats are designed to raise children to see out the window while still using a seat belt.

Booster seats approved

The long-awaited booster seat is now available in stores across Canada.

On March 11, 1983, Transport Canada enacted standards for the manufacture of the seats under the Motor Vehicle Safety Act. They are required to have seat belt guides on either side which ensure the lap belt is properly positioned over the child's pelvis and prevents it from riding up on the abdomen. And should the booster be located on a seat with a lap/shoulder belt, the guides also position the shoulder portion comfortably over the child.

Booster seats are not substitutes for child restraints. Their sole purpose is to raise children over 18 kg (40 lbs) high enough on a seat to see out a

window. Children in this weight category, must by law, be secured in a lap belt when travelling in a vehicle.

This meets the needs of parents with children who always rode inside a child restraint and are used to seeing out the car window. When they outgrow such a restraint and are required to sit in a lap belt on the car seat, they often create a fuss because they're too short to see out the window.

A warning to parents: With the introduction of booster seats in Canada, some parents are beginning to feel free to adapt their household booster seats for car purposes. This can be a very dangerous practice and should not be done under any circumstances.

Truck safety Commission completes investigation

A continuation of the ban on overlength trucks, the establishment of a Commercial Vehicle Operator's Licence, and an alternative truck route for the Golden Horseshoe were among the 61 recommendations in the Report of the Ontario Commission on Truck Safety, tabled recently in the Legislature by James Snow, Minister of Transportation and Communications.

The Report, written by Queen's university professor Robert Uffen, is the result of 18 months of investigation which took Dr. Uffen from one end of the province to the other, meeting with concerned groups and individuals.

"As Commissioner," said Uffen, "I even took instruction at George Brown College on how to drive a

tractor trailer ... (I failed) ... and I spent some time with an O.P.P. constable on a routine night patrol on the highways near Kingston."

His 200 page report begins with the background, methodology and sources of accident information. The next four chapters deal with the vehicles, the environment, the driver and the rules of the road, followed by two more about compliance and public perceptions and expectations.

All that data led to the general conclusion that, as Uffen stated at a press conference following the tabling of his report, "the causes of motor vehicle accidents are driver-related far more often than vehicle related. However, it is easier to remedy mechanical failures than human failures.



In 1981, large articulated trucks were involved in only 1.8 per cent of the total reportable motor vehicle accidents in Ontario.

Own choice plates now available

Beginning July 4, 1983, own choice licence plates may be ordered for any passenger or commercial vehicle — including motorcycles.

By paying \$100.00 and completing an application for registration at any licence issuing office, drivers can have a personalized licence plate. Selected characters may be arranged in any combination except those used on regular plates.

Four wheeled vehicles may have as few as two or as many as six letters or numerals, providing they are not in the three-three sequence.

Motorcycles may have two to five characters (or two to four if only numerals are selected).

Choices are granted on a first-come, first served basis with

objectionable combinations being denied.

Own choice licence plates may be obtained (at a maximum of three per person) even if one does not own a vehicle presently ... however, these plates must be attached to a vehicle within three years or they will automatically be cancelled.

A credit on the validated time left on a current regular plate sticker can be obtained by returning the old plates when registering the own choice plates. Old style own choice plates (personalized three-letter, three-numeral combination) are credited for \$25.00 by the ministry towards a new set of own choice plates if turned in before Sept. 30, 1983.

Recommendations from Uffen's Report

- MTC and the OPP should jointly establish at least one permanent Multi-disciplinary Accident Investigation Team for the purpose of investigating heavy truck accidents in Ontario.
- Training programs for truck and tractor-trailer drivers and driving instructors should be strengthened.
- The maximum speed limit for all our highways should be 90 km/h, especially for commercial vehicles.
- The Ontario 60 metre permissible following distance should be increased to 90 metres, and the penalties for violation made more severe.
- The government of Ontario should accept the recommendation of the Ontario Trucking Assn. that a new Commercial Vehicle Operator's Licence be established, whereby every operator of a commercial motor vehicle may be held accountable for the performance of drivers, the mechanical fitness of the vehicles used and the hours of work regulations.
- The present overlength vehicle regulations should not be changed and overlength combinations, or those with more than three articulation points, should not be permitted at this time.
- MTC should cooperate with the U.S. National Highway Traffic Safety Administration in its proposed research into medical impairment, including that on alcohol and drug involvement.
- MTC should accelerate its plans for the provision of alternative truck routes for the Niagara Falls, Hamilton, Metro Toronto, Oshawa problem area.
- MTC should investigate the possibility of extending the probationary licence system to include the demerit point system, and determine the point levels at which truck drivers should be put on probation, or have their licences suspended.

Moms, dads and kids . . .

"Make it Click" with McDonald's

Buckling up is the law in Ontario. But, many parents share the same dilemma of trying to get their children to buckle up and stay buckled up.

Well, McDonald's Restaurants of Canada might have the answer to all those problems. They're making buckling up fun for the whole family.

They've declared the week of June 27th "Make It Click" week across Canada — except in Quebec and Manitoba.

The idea originated with their U.S. counterpart in Michigan where the program was a great success.

"The response was overwhelming," said Judy Steen, marketing supervisor in Canada. "It went so well in the States, we decided to do it here."

The program aims at reducing auto accident injuries and fatalities by encouraging children to wear seat belts or ride in a child safety seat.

During the one-week program, children 12 and under who visit a

McDonald's will receive a Ronald McDonald Make It Click Safety Sheet. It includes six self-adhesive Ronald McDonald Make It Click stickers to place on seat belts or child safety seats and a dashboard sticker to remind the whole family to Make It Click. They are permanent in-car reminders of McDonald's concern for child safety and a valued premium for kids.

In addition, a Ronald McDonald safety pledge card will be printed on the reverse side of the sticker sheet. This safety pledge card invites children to pledge to buckle-up over the holiday period. Parents are asked to sign the cards and return them to McDonald's for a Ronald McDonald safety certificate.

"Since about 90 per cent of all McDonald's customers arrive by car, the seat belt program will certainly contribute to increasing seat belt usage, especially in children," said Steen.



"If children sign a card that says they will wear their seat belts for the holiday period, they're likely to continue using them after the pledge period has ended. And, we hope children will encourage their parents to wear them too," she said.



Helmets reduce head injuries

bicycle helmet.

Three-quarters of all fatalities in bicycling accidents involve head injuries, and six to eight per cent of those are brain concussions. Obviously, protection for the brain and skull is important.

But all helmets are not created equal.

At a recent Canadian Cycling Association symposium in Toronto, Dr. Patrick Bishop, from the University of Waterloo's department of kinesiology, reported on a series of tests he's done on helmets, to determine which provide the best protection.

Seven brands were compared, using an instrumented form in the shape of a human head in a drop test. Acceleration signals from the headform were computer processed to yield peak acceleration figures and an index of impact severity.

Helmets fell into two categories — those lined with crushable expanded polystyrene and those with soft foam liners.

In general, Dr. Bishop reported that the polystyrene-lined helmets were "much superior" to those using soft foam — 96 per cent better after a blow from the front, for example.

(Polystyrene is like the material in a coffee cup, only thicker and denser, and crushes on impact.)

So far so good. But polystyrene doesn't rebound — when it crushes it stays crushed. So on the second impact in the same place, its superiority disappears.

"In fact," says Dr. Bishop, "when the liner is crushed to 70 per cent of its thickness, it stops being useful altogether."

So while polystyrene-lined helmets provide the best protection, care must be taken when they are stored or carried, to guard against damage to the liner. And the helmet should be replaced after a severe blow.

Dr. Bishop went on to caution helmet buyers to be careful about the size of the ventilation openings in the outer plastic shell. The larger the openings, the more vulnerable the wearer is to sticks and rocks on the road surface.

And, finally, in Bishop's words: "Anything is *not* better than nothing. You tend to run higher risks when you're wearing a helmet, because it gives you the impression of protection. Make sure that protection is real, by wearing the best helmet you can."

By John Russell

Summer again, and time for the annual battle between the bicyclist and car driver.

In 1981, there were 43 fatal accidents involving motor vehicles and cyclists, and over 3,000 injuries.

I'm not about to enter the debate over who's to blame for this grim toll. I'm both a motorist and a cyclist, and I've seen some pretty dumb manoeuvres by both groups on our roads and streets.

But just as people in cars can reduce the severity of their injuries by using seatbelts, bicycle riders can protect themselves by wearing the proper equipment — starting with a

Man and animals

About 150 years ago, virtually all accidents on Ontario roads involved a draft animal of some sort because there weren't any motorized vehicles.

Today, with over five million registered vehicles and a population of approximately nine million, accidents involving animals are still a common occurrence.

In 1981, there were 2,109 reported motor vehicle accidents involving an animal. And, countless others not reported.

An animal has no sense of reasoning, so, drivers should think for the animal. They should do everything possible to avoid hitting one, but always keeping safety in mind.

With summer here, people going out for a drive in the country are apt to encounter an animal at some time or another. They may dart out on the roadway at any given moment.

So, be particularly wary of places where there are no fences alongside the road or where there is long grass or bush on the verges. And, of course, where there are signs indicating an animal crossing.

If an animal darts out on the road, stay calm and, if possible, swerve to avoid it only if it's safe to do so. The situation could be worsened should a driver swerve into another vehicle or fixed object. And, of course, they



Horse-drawn buggies are still a common sight in some areas of the province.

should never slam on the brakes without first looking in the rearview mirror or taking the road conditions into consideration.

If drivers see any animals on the roadway at night, they should slow down, stop, turn off the car headlights, leaving on the parking lights, and chase it away. Headlights sometimes blind animals, causing them to stop or jump into the lights.

Colliding with an animal, especially a large one, can be fatal to both it and the occupants of the vehicles.

Of course, some accidents involving animals cannot be avoided. But there are certain cases where through carelessness or stupidity, drivers are to blame.

This is especially true when encountering horses, whether they

are being led, ridden or drawing a buggy.

The present road system in most areas is not suitable for both motor vehicles and horses, therefore drivers must be more tolerant toward them.

When approaching horses, keep in mind never honk the horn, whether it's out of courtesy indicating "go on" or impatience insisting "get out of my way".



Signs such as this one are a warning to motorists to be on the alert for deer crossing that section of highway.

Revving an engine to change gears or operating air brakes near horses startles them.

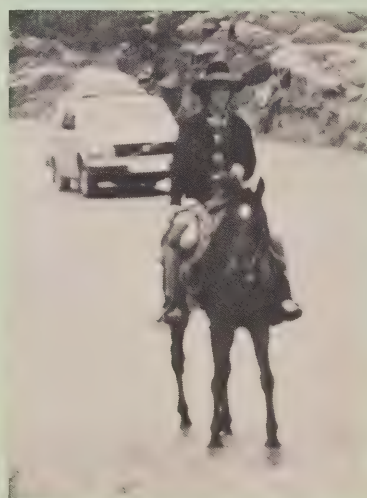
And, drivers should remember never to approach a horse too fast from the front for they tend to shy towards the road centre. It's equally important to never drive too close behind a horse because they get startled when a vehicle suddenly appears in the corner of their eye.

In areas where horse-drawn buggies are still a common sight, these safety precautions are a must. After all, if the "shoe" were on the other foot, drivers would think twice before making any move.

THIS IS THE LAW

Did you know that

Drivers of motor vehicles or motor-assisted bicycles on a highway approaching a horse or other animal that is drawing a vehicle or being driven, led or ridden, shall exercise every reasonable precaution to prevent the frightening of the horse or other animal. And, drivers shall ensure the safety and protection of any person driving, leading or riding upon the horse or other animal, or, anyone in a vehicle



drawn by the horse or other animal.

Contravention of this law carries a \$20 to \$100 fine.

Tips for safe trailering

Well, it's that time of the year. People take to their trailers, whether it is hauling stuff to the cottage or a camping holiday.

And, of course, towing a trailer, boat or house trailer requires special skills and added caution.

The extra overall length, added weight and wind resistance of a car and trailer combination must be taken into consideration.

Firstly, before getting underway, it's important (and the law!) to have a strong hitch and safety chains to secure the trailer.

Make sure, too, that it has brakes strong enough to stop and hold the trailer. And check that all proper lights are in place and working.

It's also critical to distribute the load on a trailer evenly ... keeping the weight as low on the floor as possible, directly over the axle.

Remember, too, it's against the law to draw more than one vehicle behind your car or carry person(s) in a house trailer or boat trailer.

When starting, always move slowly, check for traffic and signal your intention before entering the traffic flow.

Always allow a one-second following distance for every three metres (10 feet) of your combined car trailer length.

Keep in mind that a car and trailer combination requires more room and more time to pass than a car alone, and your acceleration will be reduced by the added weight.

Ensure there's enough clear road ahead before attempting to pass.



Trailer Snarls! If you're holding up traffic, signal, pull over, and let other motorists pass.

And, wait until you're well in front before returning to your correct lane.

And, most of all, be courteous. If holding up traffic, slow down, pull to the side of the road and wave other motorists by. There's nothing more

frustrating to others than following a slow-moving vehicle for miles.

When preparing to stop, move into the slower lane and do so gradually. Sudden stops too often cause a trailer to jackknife.

Safe driving tips. . .

Correction

We goofed concerning validation of Ontario drivers' licences.

If drivers don't receive a renewal application by mail, they should go to the nearest driver examination centre, not a license issuing agent.

There they can have their present licence stamped for an extension if expired (or going to expire) and fill out a request for a renewal application. On receiving the renewal application, simply fill it out, pay the required fee and return it by mail or in person to one of the above offices. MTC will mail a new licence.

Driving in fog is like fighting with a blindfold on: the odds maybe stacked against you.

It's treacherous and critically reduces a driver's vision.

In fog, objects appear to be twice as far away as they really are. And red or flashing warning lights become almost imperceptible.

Fog also frequently builds up on windshields without the driver realizing it, further reducing vision.

So, in heavy fog, drivers shouldn't drive faster than they can see ahead. And, use low-beam headlights only. High beams reflect off the moisture droplets (fog) and cause a "white-out" effect.

The use of emergency flashers is recommended and passing is a definite no-no! Drivers must learn to be patient.

Besides, it's often better to follow

another vehicle because the fog is displaced by the vehicle ahead.

If visibility becomes too poor, drivers shouldn't gamble and keep on driving. No trip is worth a life. So, get completely off the highway and wait until it's lifted.

Yet, stopping on the shoulder can also be dangerous. Get as far off-route as possible, keeping in mind another driver may have pulled off the road and turned off his/her lights. It could be "bang" and an accident!

If parked with the car lights on, another driver might believe the vehicle is on the travelled portion of the highway and slam into it.

So, drivers don't gamble with nature. If visibility is poor, get completely off the road and wait it out.

But whatever you do ... think it out!

"Better not I'm driving"

Editor:

There is definitely an increasing awareness of the disastrous consequences that may result from drinking and driving. Recent media articles have made an impression on the public; people have become self-conscious and reflective about alcohol consumption. This is evident during parties and other functions I have attended recently. "Better not, I'm driving" is a frequent answer when drinks are being served.

This attitude is also evident when people are sober or slightly impaired, (after two drinks). Unfortunately, for the average person, consuming more than two drinks results in a remarkable personality change. Judgment, inhibitions, co-ordination, perception and memory are profoundly affected. An individual becomes carefree and unconscious of previous reasoning or knowledge concerning drinking and driving.

Under the influence of alcohol, drivers lose their former conviction and become childlike with an acutely changed driving perspective. Many feel remorseful and are disconcerted once they have sobered up and reflect in disbelief on their brief personality change.

In essence, this is where the real problem lies. Sober individuals will readily agree it's assinine to drink and drive. But the same people when impaired are unconcerned and feel quite at ease when driving. Then they aren't duly influenced by the threat of harsher penalties, potential carnage, or personal suffering and embarrassment that may result. This indifference to possible consequences makes it very difficult for them to refrain from driving.

I personally know of three driving instructors who drink and drive regularly; their wisdom eludes them when impaired.

Since most people experience weakened judgment when drinking alcohol, alternate transportation plans should be made prior to social engagements where alcoholic beverages are being served and one wishes to consume more than one drink per hour. The inconvenience may seem great at the time, but not nearly as great as having to spend time in jail, paying a hefty fine, losing a driver's licence, paying higher insurance premiums and living with

Test your driving skills

You're driving down a road at 80 km/h, the gas pedal suddenly sticks! Do you know what to do?



Question:

What would you do?

(Put an "X" beside your response(s).)

With your eyes?

- | | | |
|---------------------------------------|---|---|
| 1. <input type="checkbox"/> Look left | <input type="checkbox"/> Look straight | <input type="checkbox"/> Look rear mirror |
| <input type="checkbox"/> Look right | <input type="checkbox"/> Look side mirror | |

With your feet?

- | | | |
|--|--|--|
| 2. <input type="checkbox"/> Increase gas | <input type="checkbox"/> Decrease gas | <input type="checkbox"/> De-clutch (Standard Transmission) |
| <input type="checkbox"/> Pull pedal with toe | | |
| 3. <input type="checkbox"/> Slam brake | <input type="checkbox"/> Brake slowly | <input type="checkbox"/> Pump brakes |
| <input type="checkbox"/> Off brake | <input type="checkbox"/> Parking brake | |

With your hands?

- | | | |
|---|--------------------------------------|--|
| 4. <input type="checkbox"/> Steer left | <input type="checkbox"/> Steer right | <input type="checkbox"/> Steer straight |
| <input type="checkbox"/> Grip firmly | <input type="checkbox"/> Swerve | |
| 5. <input type="checkbox"/> Shift neutral | <input type="checkbox"/> Shift low | <input type="checkbox"/> Shift reverse |
| <input type="checkbox"/> Shift park | <input type="checkbox"/> Don't shift | |
| 6. <input type="checkbox"/> Signal right | <input type="checkbox"/> Signal left | <input type="checkbox"/> Turn ignition off |
| <input type="checkbox"/> Lights on & off | <input type="checkbox"/> Blow horn | |

See answers page 8

the reality that a death or injury resulted.

Understanding the effects of alcohol and planning the correct strategy in dealing with it (when

sober), is a starting point for any person concerned about the grim statistics on drinking and driving.

Stig Korjus
Driver Instructor

SAFETY BRIEFS AROUND THE WORLD



U.S.A.: For \$5,850 paraplegics can convert their cars to include a motorized device that picks up a wheelchair, folds and secures it to the passenger door. Developed by Ford, the conversion also includes the installation of an electrically-controlled, heated, right-hand mounted rear view mirror. ASC Inc. of Southgate, Mich., is under licence to install them. The cost should be almost completely covered by medical insurance plans.



NETHERLANDS: Delbo D.V. have patented a new mode of speedbump now ready for export. The weatherproof discs are made of tough synthetic rubber two or three inches high and may be fixed in place singly or in links to enforce speed restrictions. They cause no damage to either roads or cars.

HONG KONG: Air pollution and highway congestion may be more than a "taxing" ordeal for drivers caught in traffic jams! A 21 month electronic road pricing project will soon be implemented to alleviate the constant bumper-to-bumper traffic and accompanying dangerous levels of hydrocarbons and lead. If proven, every privately-owned car will be fitted with an electronic number plate attached to it's undercarriage. Loops buried at usually congested spots in the roadways would send information concerning the vehicle and driver, passing over it, to a main computer which then sends out an accumulated monthly bill. Currently there are 280 vehicles per kilometre of road.

BRITAIN: In 1981, 29 per cent of all drivers killed in British road accidents were above the legal alcoholic limit of .08. To combat this, some 700 new intoximeters (electric breathalizers) will be used to measure suspected drunk drivers with infra-red rays. The intoxicator, along with new "anti-drunk" driving regulations (allowing police to arrest suspects in their homes without a warrant, using force if necessary), will hopefully help reduce accident figures.



U.S.A.: Grannies in Deerfield, Ill., don't have to worry about crossing the streets anymore. The community erected two of the above "granny crossing" signs near a housing complex for senior citizens.

CANADA: Testing has just been completed for a *Runaway Truck Arrester* which stops trucks out of control whether it be due to mechanical malfunction or human error. The arrester, at the junction of two primary highways southeast of Drumbeller, is 280 metres long, six metres wide, .75 metres deep and filled with 25-millimetre washed gravel. When a "no brake" truck is driven into the arrester, it slows to a smooth halt. One driver commented it was "like entering deep snow." Seventeen successful test runs have been completed.

Motorcycle statistics . . . (continued from page 1)

- killed were *not* wearing helmets;
- Thirty-nine (37 1/2 per cent) of the drivers killed were impaired or had been drinking;
- Forty-six per cent of the fatal motorcycle accidents were *single-vehicle* mishaps. Of the remaining 54 per cent, half were the fault of the motorcycle driver, disposing of the myth that such accidents are mostly the fault of the 'other' driver;
- It is the young drivers getting killed. Out of 104 driver fatalities, 27 were 16-19 years of age and 38 were 20-24 years of age; and

- A visible reason for the increase in fatalities has been the increase in registrations and driver licences. In 1982, there were 119,641 registered bikes and 295,832 class 'M' driver's licences versus 107,000 bikes and 266,000 licensed drivers in 1981.

During the discussion period, areas discussed included bad-image advertising, inexperienced drivers riding too powerful machines, enforcement, plus driver testing and vehicle registration procedures.

It was unanimously agreed all segments of the industry and government work together to ensure

motorcycle drivers are aware they have a different set of rules to follow than drivers of four-wheel vehicles.

"It's quite simple, a motorcycle is not a two-wheeled car," said Larratt-Smith.

"They are dangerous and drivers must have particular knowledge about the machines, proper skills to handle them and, most important, they must possess a proper driving attitude when on their bikes."

It was also pointed out others should be constantly alert to the presence of motorcycles when driving. Too often motorcyclists are not seen by other vehicle drivers . . . because they ride smaller machines.

Coming Events

July 4, 1983 — Driving instructor course, Cambrian College, Sudbury. For information contact Sonia Del Missier (705) 566-8101, ext. 293.

July 26, 1983 — Driving instructor course (part-time), Humber College. For information contact Jane Russ (416) 675-3111 ext. 406.

August 8, 1983 — Driving instructor course (full time), Humber College.

August 22, 1983 — Defensive driving instructor development course, Ontario Safety League. For details call E.L. Moore, manager, traffic safety department, 82 Peter St., Toronto M5V 2G5 (416) 593-2670.

August 29, 1983 — Driving instructor course, Ontario Safety League.

September 12, 1983 — Niagara College driver instructor course. For information contact the continuing education services (416) 735-2211 or 688-1380.

September 12, 1983 — Driving instructor course (full time), Humber College.

September 26, 1983 — Roads and Transportation Association of Canada annual conference, Westin Hotel and Chateau Lacombe, Edmonton. General inquiries: W.H. Yeates, executive vice-president; technical inquiries: J.E. Hill, senior programs manager, RTAC, 1765 St. Laurent Blvd., Ottawa K1G 3V4, (613) 521-4052, telex 053-3334.

October 3, 1983 — American Association for Automotive Medicine's 27th Annual Meeting, San Antonio, Texas. For information contact Elaine Petrucelli, executive director, American Association for Automotive Medicine, 40-Second Ave., Arlington Heights, Ill. 60005 (312) 640-8440.

October 4, 1983 — Driving instructor course (part-time), Humber College.

October 12, 1983 — Vehicle accident investigation course, Ontario Safety League.

October 17, 1983 — Fleet driver trainer course, Ontario Safety League.

October 31, 1983 — Driving instructor course (full time), Humber College.

Staff writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

Doug Cowan
Sandy Hall
Lucy LaGrassa
John Russell

Contributions or queries should be addressed to the editor.

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Test your skills — answers

Eyes

1. Keep your eyes looking straight ahead as well as to the right and left and check your rearview mirror. You must be aware of what's around you in case you must take evasive action.

Feet

2. The first and most important measure you must take when you notice the gas pedal is stuck is to de-clutch in a standard transmission. This disconnects the drive force to the drive wheels. Then try to pull the gas pedal up with your toe. Never bend down to try and pull the pedal with your hand. You won't be able to see where you're going.
3. Brake slowly to maintain control of your vehicle.

Hands

4. Keep steering straight in the direction you were going unless you have to take evasive action.
5. In an automatic transmission shift to neutral to disconnect the drive force to the drive wheels. Remember, this is the first and most important measure you must take.
6. Blow your horn to warn cars and pedestrians to get out of your way. DO NOT TURN OFF THE IGNITION WHILE THE VEHICLE IS STILL MOVING. In a power assisted vehicle you lose the bulk of the power steering and braking both become extremely hard. Turn off the ignition only when you have come to a complete stop in a safe area.

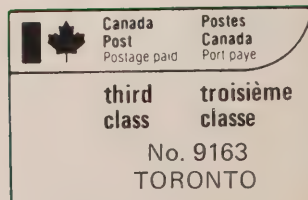
ontario traffic safety

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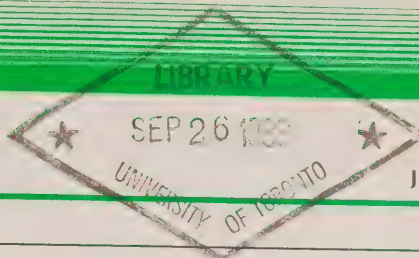


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Ontario Traffic Safety



Ministry of
Transportation and
Communications



JULY/AUGUST/SEPTEMBER 1983



How much is too much

It's a fallacy that drinking black coffee, taking cold showers or walking will aid in the sobering-up process. Yet, drinking on a full stomach will postpone somewhat the effects of alcohol, but it won't prevent one from becoming drunk.

And while the effect of alcohol on each individual person can vary a great deal, drinking any amount of alcohol impairs one's ability to drive.

The accompanying chart prepared by the National Highway Traffic Safety Administration (NHTSA) illustrates the average effect of alcohol on the individual and it's distributed by General Motors as customer information.

In Ontario, the legal BAC limit is .08 per cent. However, a reading of .05 per cent is still enough to affect one's driving ability.

GM cautions that it's easier to get drunk than to get sober. Although the effects of drinking do taper off as the alcohol passes through one's body, the decline is slow. So, any doubts as to one's state of impairment can be easily laid to rest by not driving at all.

DRINKS (TWO-HOUR PERIOD)

Weight

1½ ozs. 86° Liquor or 12 ozs. Beer

100	1	2	3	4	5	6	7	8	9	10	11	12
120	1	2	3	4	5	6	7	8	9	10	11	12
140	1	2	3	4	5	6	7	8	9	10	11	12
160	1	2	3	4	5	6	7	8	9	10	11	12
180	1	2	3	4	5	6	7	8	9	10	11	12
200	1	2	3	4	5	6	7	8	9	10	11	12
220	1	2	3	4	5	6	7	8	9	10	11	12
240	1	2	3	4	5	6	7	8	9	10	11	12

BE CAREFUL DRIVING
BAC TO .05%

DRIVING IMPAIRED
.05-.09%

DO NOT DRIVE
.10% & UP

Source NHTSA

The chart shows average responses. Younger people generally become impaired sooner, while older people have more vision problems at night. Tests show a wide range of responses even for people of the same age and weight. For some people, one drink may be too many.

It's up to you!

VRS renewal on your birthday

For owners renewing their licence plate stickers, the new plate-to-owner system will offer quick and efficient service if they purchase their sticker in person.

In June of this year, vehicle plate owners began receiving their first renewal application forms in the mail.

Although everyone may not receive an invitation to renew, the onus is still on owners to ensure a valid sticker is affixed to their plates on their birthday or expiry date.

And all owners are requested to verify that all information on the form is correct — especially name, address, postal code, vehicle identification and licence plate numbers. Corrections will be made at renewal time.

Remember, FOR PROMPT SER-

VICE, take your renewal form and permit to your nearest licence issuing agent just as you did in previous years. Renewal stickers and new permits — if you haven't already received them — will be issued while you wait.

Owners who don't receive a renewal application by mail, may obtain the form at any licence issuing office.

If you can't get to an agent, then renew by mail, but allow at least 30 days for handling and mailing.

And, if renewing by mail, owners should enclose the completed renewal application form and a currently-dated cheque or money order payable to the Treasurer of Ontario. DO NOT ENCLOSE YOUR PERMIT!

Child restraint law extended

Effective Nov. 1, Ontario's child restraint law will be extended: all infants, toddlers and preschoolers must be appropriately and correctly restrained.

Under the Highway Traffic Act, the driver of a motor vehicle is responsible for "buckling up" all passengers from birth to 16 years of age.

Children are precious. Protect them in every way you know how... buckle them in.

John Rhodes Driver Examination C

In its first 12 months of existence the innovative John Rhodes Driver Examination Centre has close to 100,000 tests under its belt . . . but the centre's taken some flak from the media, as well as a few driving instructors.

Its critics have insisted examinations are easier and too short . . . resulting in incompetent drivers getting out on the road.

Before stating the facts, let's look at the centre itself. And why MTC went to off-street testing.

The first of its kind in Canada, its design was based on driver-testing sites already in existence in the United States. But MTC was able to benefit from their experience, making necessary changes in the design.

The off-street test area has typical two-lane and four-lane roadways, a railway spur, graded rise and all appropriate signing and control signals: all driving

Another problem with "on-street" testing was the fact ratepayer associations were concerned for the lives of children, pedestrians and other road users in areas where applicants were tested. And, it was a valid complaint. After all, why would anyone like to have their children playing on streets where new drivers were tested?

Just ask Ron Harris, driver examiner supervisor at the JR Centre about some applicants they get. "Not all drivers appearing for a test are fully prepared for all driving situations. Therefore, it's obviously better for everyone involved if this becomes apparent in a controlled situation rather than out on a busy street.

"Everything from soup to nuts"

"Examiners get everything from soup to nuts," he added. "You get those who are so nervous they can't drive . . . those who just don't have the skills to drive . . . even a few who have heart attacks right in the middle of the test . . . and sometimes you have to ask applicants to remove their weapons from the vehicle before the test. Sure, there are some good ones."

Even though it's a somewhat controlled situation, traffic conditions are generated by the staff of 28 examiners and applicants . . . as well as other staff and the public. Certainly not as much traffic as Keele and Wilson Streets, but there's traffic.

"As a matter of fact," said Harris, "since the centre opened, there have been approximately 26 accidents. Some produced injuries, although thankfully none serious, to applicants and examiners."

One five-year driver examiner Bill McAdam, who has done "time" at Falstaff, Hallam, Brampton, Mississauga and Aurora Driver Examination Centres says: "I haven't been on workmen's compensation since starting at the John Rhodes Centre. Working at the other centres, it never failed, I was on WC every year from accidents. Here, I've only had an

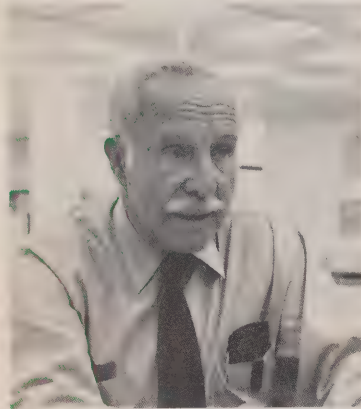
applicant take me into a ditch."

Harris added: "Just after the bad publicity began, I had a radio reporter out here for her road test. She wanted to do a story on it as well. And she had been taking professional driver instruction.

"I took her out for her road test, and she almost killed a motorcyclist — also there for his test — in a head-on collision.

"When we got back to the centre, I had to fail her, and I thought then, she might be a little reluctant to do the story. But, she was determined and she did a very good, and fair one.

"However, the reporter who had written the original story on the



Ron Harris, driver examiner supervisor, says critics aren't giving the centre a fair shake.

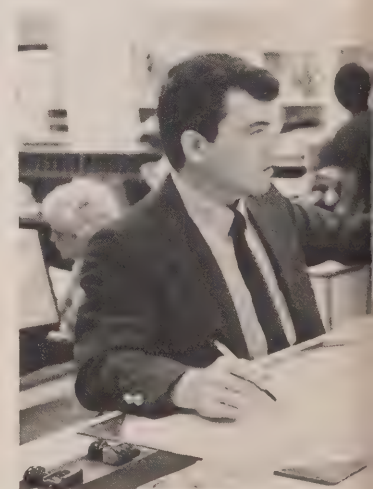
conditions an average driver would encounter on the road.

Thus, examiners can test applicants in literally all types of driving situations . . . something that wasn't feasible on all different test routes in different areas of the city.

For instance, on many "on-street" test routes, examiners couldn't test a driver on how to park on a hill properly, or pull away from a curb on a hill, or cross railway tracks, or perhaps drive on a one-way street.



On a busy day 520 applicants pass th



Bill McAdam, a five-year driver examination since the centre opened. Here

re celebrates one year in operation

centre had said he found the road test extremely easy. Well, if he hadn't I'd have been worried about him, because he had been driving for many years.

"I just don't think they (the critics) are giving the centre a fair shake. The test is good for testing driving skills and it's patently obvious it's better for everyone involved if 'flaws' become apparent in a controlled situation rather than on a busy street."

In addition, if the "off-street" test is as inadequate as the critics say, why is there a 40 per cent failure rate compared to 33 per cent provincial average?

Francine Cymbaly, a two-year

examiner, has worked out of Falstaff, Hallam, and Scarborough.

40 per cent failure rate

"I've worked in a lot of the other centres," she said, "and there is no doubt in my mind, the course here is good. Here, the test may be shorter, but when we tested out on the streets we needed more time because of on-road conditions. You may be tied up at a traffic light or in heavy traffic for five or 10 minutes, but that doesn't mean the test was any better.

"Here, everyone gets a 15-minute road test. And you'll find they can't mimic other drivers. They have to think for themselves.

"The failure rate speaks for itself. You find applicants turn into the wrong lanes or drive in the wrong lanes mainly because they don't have anyone to follow.

"And since the criticism, we've been getting applicants who are worse... they read the papers too. I believe it's a good test," she added.

John Irons has four years under his belt, testing at Hallam, Mississauga, Aurora, Brampton, Falstaff, and the Milton and Georgetown travel points.

"This centre is quite good in that it covers all aspects of the rules of the road. But, it would probably be better if there was more traffic, especially when testing an applicant for lane changes, etc. And, actually, it was very busy the first few months it opened, because we had to cover the tests from the centres that closed. Now, you have to rely on how many are booked for tests.

According to ADM Safety and Regulation Mark Larratt-Smith: "The experts tell us that driving competence is made up of three components — knowledge, skill and attitude or motivation. Well, our driver examination is designed primarily to evaluate this competence and we feel that the controlled environment of the John Rhodes Centre along with the expertise of our examiners provides a good control test for basic driving skills... and the statistics seem to bear that out."



A final run sheet showing the number of applicants tested, failures and passes for the day is completed by John Irons, another driver examiner at the centre.

An interim report evaluating "on-street" versus "off-street" testing using class G drivers has just been completed. And it clearly states that in the six months following their tests, there is no significant difference in the post-test performance of 3,912 drivers tested at the centre and the 5,143 tested from five former and currently active Toronto-area centres.

In an effort to establish a relationship, the study compared driving records between groups tested under both conditions over the six months immediately following their examination date.

So far, they are conclusive: 97 per cent in both groups had clear driving records six months after getting their licences... and three per cent in both groups were involved in collisions.

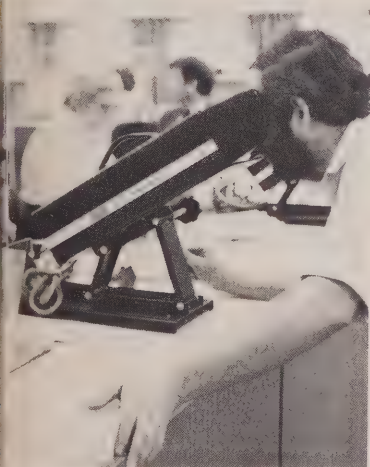
So, if the results of this study are to be believed, it brings us back to the principle behind off-road testing: the evaluation of driving skills.

In actual fact, this evaluation reconfirms what we already knew. Facts that were carefully drawn from studies and technology on similar centres in the U.S. and Europe. And, two American states, Minnesota and Maryland, have been so pleased with their off-road testing that they are now doing all their testing at off-road centres.

In any case, one item stands out: driver examiners should get an award for their on-the-job bravery.



Dispatch lanes for their road tests.



hasn't been on Workmen's Compensation through a vision test.

Alcohol studies not that simple

In the past couple of years, the problem of drinking and driving has, quite rightly, become something of a cause célèbre for the press and public. Awareness of that lethal combination's toll, and the demand for government to do something about it, have never been greater.

Suggestions about just what to do to solve the problem of drinking drivers are being thrown around pretty recklessly these days. Justifiably upset by the incidence of alcohol involvement in car accidents, people are advocating everything from "throw them in jail" to capital punishment.

Unfortunately, it isn't that simple.

At this year's Traffic Injury Research Foundation's annual meeting, sponsored by Molson's Brewery, senior research scientist Alan Donelson explained some of the difficulties facing researchers and governments in reacting to the question.

He expressed sympathy for the public's frustration that, even after 50 years of research and counter-measures, the problem persists.

Much of that frustration, though, is due to the misapprehension that "a simple solution exists," says Donelson. "In the past, we thought it did, because we had a simple view of what the problem of drinking and driving was."

But the more closely you examine alcohol's relation to vehicle use, the more complex the problem becomes, and the greater the difficulties in acting to combat it.

Before you even begin to understand the drinking driver, and find ways of dealing with him, you must first understand how he fits into our society: how our society uses alcohol, how it uses motor vehicles, and where those two intersect.

Does the problem lie with the way in which alcohol and/or vehicles are manufactured, distributed, sold? How do cars and liquor have an impact on our economy, justice system, health and safety? All these considerations have a bearing on how the problem is attacked.

Then there's the critical question of the drinking drivers. They are at the intersection of two sets of people — those who drink and those who drive. Some, of course, do both, but not at the same time. So the focus narrows

Test your driving skills

You're driving down a road at 80 km/h (50 mph). — Suddenly, another car passes so close you're forced off the road. Do you know what to do?



Question:

What would you do?

(Put an "X" beside your response(s).)

With your eyes?

- | | | |
|---------------------------------------|---|---|
| 1. <input type="checkbox"/> Look left | <input type="checkbox"/> Look straight | <input type="checkbox"/> Look rear mirror |
| <input type="checkbox"/> Look right | <input type="checkbox"/> Look side mirror | |

With your feet?

- | | | |
|--|--|--------------------------------------|
| 2. <input type="checkbox"/> Increase gas | <input type="checkbox"/> Decrease gas | <input type="checkbox"/> Off gas |
| 3. <input type="checkbox"/> Slam brake | <input type="checkbox"/> Brake slowly | <input type="checkbox"/> Pump brakes |
| <input type="checkbox"/> Off brake | <input type="checkbox"/> Parking brake | |

With your hands?

- | | | |
|--|--|---------------------------------------|
| 4. <input type="checkbox"/> Steer left | <input type="checkbox"/> Steer right | <input type="checkbox"/> Grip firmly |
| <input type="checkbox"/> Hold loosely | <input type="checkbox"/> Swerve | |
| 5. <input type="checkbox"/> Signal right | <input type="checkbox"/> Signal left | <input type="checkbox"/> Slow or stop |
| <input type="checkbox"/> Stop signal | <input type="checkbox"/> Lights on and off | |

See answers page 8

to those who drive when they've been drinking.

But the problem doesn't lie with people who have one or two drinks in an evening then drive home, but rather with the impaired drivers. And even within this smaller category, society is really concerned with impaired drivers who get into accidents.

So to look at the core of the problem of the drinking drivers, one has to focus on a very small, specific group. That wouldn't be so bad if that

group stayed the same, as an easily defineable entity.

But it doesn't. People pop in and out of the various categories all the time. One day, drinkers drive their cars, the next they don't. the next they're impaired, the next they're in accidents. The different combinations are endless. Most people who drink, drive under the influence at one time or another. Yet few would consider themselves to be part of the problem.

... (continued on Page 8)

SAFETY BRIEFS AROUND THE WORLD



U.S.A.: New York City street signs are very to the point these days. Motorists looking for parking are confronted with signs saying "Don't even think of parking here". Others, searching for places to pull over, read signs saying "No Parking. No Standing. No Stopping. No Kidding!" on streets reserved for rush-hour buses.

* * *

GERMANY: Mercedes Benz and Mitsubishi cars designed for handicapped motorists will soon have seat belts that automatically unlock eight seconds after an impact at 16 km/h or more. The spring-loaded timing mechanism resets itself after each impact so it doesn't loosen in the middle of a multiple collision or rollover.

* * *

LEBANON: In order to reduce motor vehicle/camel accidents, Lebanese police asked herders to use fluorescent material on their camels' humps.

JAPAN: Nissan Car Company has produced a new car which can be driven by people unable to use their arms. The car is on sale in Japan and training is being given by a Tokyo driving school.

* * *

AFRICA: Motorists sometimes have difficulty finding their way around rural Africa. It seems the glue used in the construction of signs appeals to the tastes of giraffes and elephants, so they eat road signs to get at the glue.

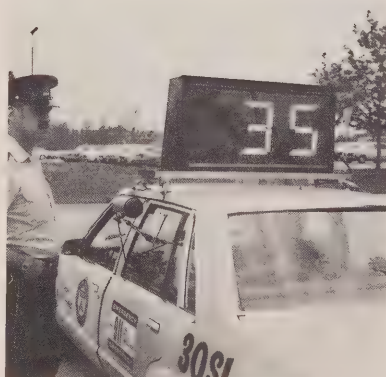
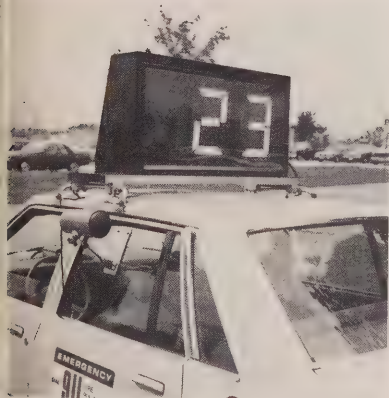
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U.S.A.: It may soon be mandatory for convicted drunk drivers to sport temporary glow-in-the-dark licence plates on their vehicles. Although it may be unconstitutional in concept, the Massachusetts' legislature is considering the proposal to embarrass such drivers.

U.S.A.: The Colorado State Patrol's switchboard has its hands full. In co-operation with Operation REDDI (Report Every Drunk Driver Immediately), 18,236 calls have been placed by concerned citizens since the program's inception in December 1980. These have led to over 3,703 contacts and 2,259 alcohol-related arrests.

* * *

WEST GERMANY: In order to breed, toads must return to the pond in which they were born each year. This "toad wandering", (das kroetenwanderung) is an annual traffic concern because busy roads too often mean death for the home-seeking toads, heading for native ponds. To accommodate the toads and drivers some local authorities have built "toad tunnels" under roads across which the creatures annually migrate. Signs reading "Caution — wandering toads" appear every spring!



Speeders . . . beware of new radar device

"But Officer, I didn't realize I was going that fast!" Well, you do now, because there it is in black and white! This is a new roof-top speed display unit developed by Malcom Murray, a radar technician with Metro's finest. "Working off the radar device attached to the cruiser, it shows motorists the speed they're travelling at," says Staff Inspector George Hamilton from Metro's No. 3 Traffic Division. "It's the only one in Metro and, currently, we're using it on a public relations basis in school zones and speed complaint areas." No tickets? "If the speed is excessive," says Const. John MacLeod, pictured above, "we sure do. For instance, one motorist was going 75 km/h in a 40 km/h school zone, and you just can't give those people a warning."

In fact, the only group who can be consistently identified at the core are the alcoholics who drive for a living . . . a tiny minority.

So, defining the problem is a problem itself. And it takes a great deal of time and research. Yet until you've defined it, it's nearly impossible to take effective steps to combat it.

Say, for example, the real difficulty lies with alcoholics, those who can't control their drinking. Would the threat of much stiffer jail sentences stop them? Or would some change in the way alcohol is made available be more to the point?

To deal effectively with drinking and driving, Donelson explained we need a process involving research, to better understand the problem; then action to combat it; then evaluation to find out what the action is accomplishing. These three activities must be closely linked, so each can

be informed and guided by the others.

If only it were as simple as "throw them in jail." But the point is to prevent, not punish. And if stiff penalties don't stop people from drinking and driving, the law becomes an instrument, not of protection, but of revenge.

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

Sharon Bagnato

Sandy Hall

Gail Rigby

John Russell

Contributions or queries should be addressed to the editor.

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Test your skills — answers

Eyes

1. Look straight ahead. Concentrate on keeping control of your vehicle, avoiding any possible hazards.

Feet

2. Decrease the gas slowly. Any sudden deceleration could cause you to lose control.
3. **Do not brake.** With one wheel on the pavement and another on the shoulder, any braking action could cause you to veer sharply in a dangerous direction. Let the car coast to a stop — off the travelled portion of the road,

providing there are no hazards ahead.

Hands

4. Grip the steering wheel firmly. A soft shoulder makes it difficult to steer and you'll find the car pulling strongly to the right. Steer straight ahead.
5. Don't worry about signalling. Your prime concern is maintaining control of your vehicle. Keep both hands on the wheel at all times. Once safely stopped, remember to check for traffic and signal *before* driving back onto the travelled portion of the road.

Coming Events

October 12, 1983 — Vehicle accident investigation course, Ontario Safety League. For details call E.L. Moore, manager, traffic safety department, 82 Peter Street, Toronto, M5V 2G5 (416) 593-2670.

October 15, 1983 — Humber College driver Instructor professional development series "How to teach an alcohol and drug lesson." For further information contact Jane Rus (416) 675-3111, ext. 406.

October 16, 1983 — Ontario Traffic Conference parking workshop, Park Lane Hotel, London. For information contact Ms. A. Easson, OTC, 20 Carlton Street, Suite 121, Toronto M5B 2H5

October 17, 1983 — Motor fleet driver trainer course, Ontario Safety League.

October 17, 1983 — Driving school classroom instructors course, Humber College.

October 30, 1983 — Ontario Traffic Conference police safety officers workshop, Cara Inn, Toronto. For information contact Ms. A. Easson OTC.

November 28, 1983 — Advanced techniques in fleet management, Ontario Safety League.

ontario traffic safety

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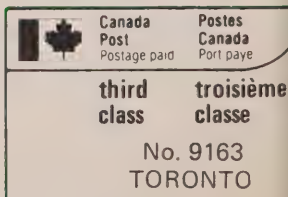
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Hon. James Snow, M
H.F. Gilbert, Deputy M

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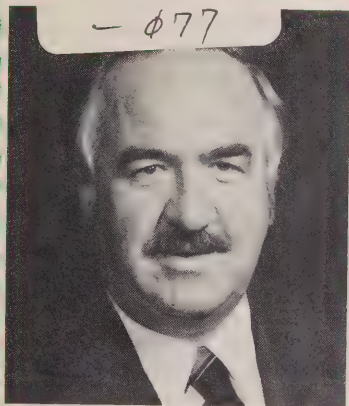
Editor: Ms. Terry Di Carlo
(416) 248-350



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*Season's
Greetings*

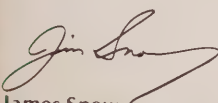
Christmas is a traditional time for giving, receiving and sharing.

It's a time when families and friends get together to rejoice, share old memories and create new ones.

Let's give ourselves, our families and friends, the best Christmas present yet and GO safely this Holiday Season. Remember too, never drink and drive.

To Ontario Traffic Safety's readers, I extend my sincere best wishes for a Happy, Prosperous and Safe Holiday Season.

And a Healthy and Prosperous New Year!



James Snow
Minister of Transportation
and Communications

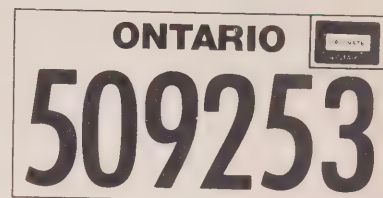
One time snowmobile fees

October 1st snowmobile owners were able to purchase one-time permits for their vehicles.

Under the new system, owners pay a one-time permit fee of \$25.00 and that fee will be valid for the lifetime of the machine.

On payment, MTC provides validation tags which are to be placed on the vehicle as follows:

- for vehicles already registered, both validation tags should be placed on either side of the cowling in the same location as previous tags.
- for new vehicles registered after Oct. 1, MTC will issue two identical decals (approximately motorcycle plate-size) to be placed on either side of the cowling. The validation tags are to be placed in



New permit and validation tag for snowmobiles registered after Oct. 1st.

the upper right-hand corner of the decal, as on a regular licence plate. Snowmobile owners may validate their vehicles at any ministry or local motor vehicle licensing office.

The new system will eliminate an annual fee and result in a more accurate up-to-date vehicle registration file.

Study done on probationary drivers

Probationary drivers have fewer accidents according to a recent preliminary study carried out by MTC.

Ontario's probationary driver system came into effect June 1, 1981. The year-long study compared ministry driving records of drivers licensed four months before, and four months after the new system came into effect. A more detailed analysis was done for drivers licensed in May of '81 compared to drivers licensed under the new system in June of '81.

The study indicated probationary drivers had approximately nine per cent fewer accidents and 14 per cent fewer offences. That represents 100 fewer accidents and 430 fewer offences per 10,000 drivers.

The study noted that although the overall trend was toward a lower number of accidents and offences, some groups showed more positive results than others.

"Approximately 200,000 new drivers are licensed in Ontario every year. We introduced the probationary system to counteract the high rates of accidents and offences among new drivers," said Snow.

New drivers, regardless of age, are put on probation which carries an automatic 30-day suspension upon accumulation of six demerit points. A probationary driver must complete two, one-year periods of suspension-free driving to earn a non-probationary status.

"This study supports our belief that the probationary driver system helps reduce the number of accidents among new drivers," Snow said.

A follow-up evaluation is anticipated. Copies of the preliminary evaluation will be available from the Transportation Regulation Development Branch, 1201 Wilson Avenue, West Building, Second Floor, Downsview, Ontario, M3M 1J8.

Winter road information

Going on a trip somewhere in Ontario this winter?

Before you go, why not make life easier and call one of MTC's road information centres to find out road conditions to your destination.

The service begins every year in November offering the public up-to-date information on conditions of all provincial and public highways 24-hours a day, seven days-a-week.

Patrolmen and plowing crews keep each district office informed of any sudden change in road conditions by two-way radio.

Around-the-clock information is available from the following Ontario MTC offices:

Chatham (519) 354-7504
Windsor (519) 253-3536
London (519) 681-2047
Stratford (519) 271-8321
Hamilton (416) 639-2427
Owen Sound (519) 376-9683
Toronto (416) 248-3561
Port Hope (416) 885-6351
Kingston (613) 544-2523
Ottawa (613) 745-7049
Bancroft (613) 332-3621
Huntsville (705) 789-4483
North Bay (705) 474-0044
New Liskeard (705) 647-8104
Cochrane (705) 272-5775
Sudbury (705) 522-0388
Sault Ste. Marie (705) 256-2855
Thunder Bay (807) 475-4251
Kenora (807) 548-5910

**Barrie, Orillia, Elmvale,
 Midland, Port McNicoll,
 Victoria Harbour, Oro,
 Waubesaushene, Cold-
 water, Moonstone** (705) 835-3014

**Peterborough, Lindsay,
 Omeme, Bethany,
 Blackstock** (705) 277-3333

**Sarnia, Wyoming, Corunna,
 Brigden, Courtright, Brights
 Grove, Petrolia** (519) 542-7718

**St. Catharines, Thorold,
 Niagara Falls, Niagara-
 on-the-Lake, Vineland,
 Beamsville, Pelham** (416) 682-6641
Port Robinson

**Windsor, Pleasant Park,
 McGregor, Emeryville,
 Belle River, La Salle,
 Amherstburg, Maidstone,
 Stoney Point, Woodslee,
 Tecumseh, Essex** (519) 253-3536

THIS IS THE LAW

Did you know that

Regardless of the posted speed limit, motorists meeting a school bus with red lights flashing must STOP unless they are on a highway divided by a median.

Conviction for failure to stop carries a fine of \$100 to \$500 for a first offence; for each subsequent offence, a fine of \$250 to \$1,000 or imprisonment for up to six months, or both, and an assessment of 6 demerit points.



Mandatory child restraint in Ontario

Keeping our children safe isn't easy. Yet, they depend on us.

The Ontario Ministry of Transportation and Communications introduced mandatory child restraints to do just that. After all, the life of each child is precious.

The second phase of child restraint legislation became effective Nov. 1, 1983. Now toddlers weighing from 9 kg (20 lbs) to 18 kg (40 lbs) must be secured in a car safety seat whenever travelling with their parents or legal guardians. In all other private vehicles, they must travel secured in a lap belt.

Already in effect for the last year, infants from birth to 9 kg are required to travel in a rear-facing car seat in all vehicles. Also, pre-schoolers weighing between 18 kg (40 lbs) and 23 kg (50 lbs) were required to travel secured in a lap belt.

From now on everyone from birth through adulthood must be restrained in an appropriate car safety seat or seat belt.

According to Alan German, senior research associate at the University of Western Ontario, "Motor vehicle accidents are the major cause of infant deaths in Canada; and that 90 per cent of children killed and 70 per cent injured in accidents were not

using a seat restraint or belt."

It's essential for parents to carefully read and follow exactly the manufacturer's instructions to ensure their child's safety. Improper use reduces effectiveness.

Convertible and toddler seats require the use of a tether strap when used forward-facing. The strap comes equipped with an anchor bolt which should be fastened to the vehicle's metal framework.

An anchored tether strap prevents the seat from pitching forward or sideways in a crash or sudden stop.

To encourage the use of mandatory child restraints the Ontario Treasurer, Larry Grossman removed the seven per cent sales tax until Dec. 31, 1983. This includes restraints for infants, toddlers and convertible seats. All seats sold on the market today meet federal safety standards and are equally effective.

Booster seats are not included in the tax exemption because they are not a mandatory child restraint. They are designed to raise children high enough to see out the vehicle window while ensuring the lap belt is positioned properly over the child's pelvis.

Child restraints work. Seat belts work.

During winter months . . .

Watch for the flashing blue light

Don't go "out of control" this winter. Drive with extra care, be alert and always look ahead.

Winter driving demands patience and common sense, particularly when following a snow plow.

Ron Martin, freeway foreman for MTC's patrol 642 in Toronto, says one of the major concerns his operators have when plowing is traffic following too close or overtaking plows on the left or right.

"Driver's don't realize it's much safer to ride behind the plows and be a little late for their appointment than try to take the risk of passing", he says.

This is especially true on a freeway where tandem plowing takes place. As many as four plows follow each other, spaced about 15 metres (50 ft.) apart.

"There just isn't enough room between plows for a car to safely pass," says Martin. "A driver passing in between the plows can hit the windrow from the head plow and cause the vehicle to spin out of control."

"In addition, some plows have a wing extending out as much as 3 m or more (10 ft.) to the right of the vehicle. And, this might be obscured by blowing snow."

Every year there are accidents involving snow plows. In 1982 there were 32, up 17 from the previous year.

MTC has tried to make the plows as visible as possible. Each is equipped with a flashing blue light which can be seen at 150 m (500 ft.), a light prohibited at all other times and on all other vehicles.

And, the vehicles are also painted yellow and black with yellow and black checkered tailgates. Because blowing snow sometimes obscures them, every vehicle is also equipped with flashing lights of blue and amber in addition to normal running lights.

With all these safety features, drivers should use a little more common sense, drive with a little more patience and stay well back of every snow plow.



Tandem snow plowing doesn't allow enough space for vehicles to pass safely.

Safe driving tips . . .

Many people are rather blasé about winter survival. The idea that they could be stranded in their cars in a snow storm hardly ever crosses their minds. Consequently, many of us are never prepared for winter.

Every year there are reports of motorists freezing to death in their vehicles even within city limits.

So, prepare yourself for winter driving, don't wait and think: It'll never happen to me! You prepare your vehicle for winter, so why not do yourself a favour.

Any basic winter survival kit should include the items shown in the chart below.

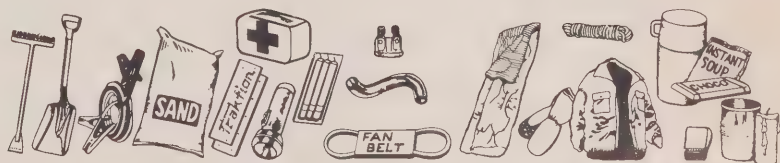
Remember, too, alcohol is not a good survival item. It causes the blood vessels close to the skin to expand and speeds up the loss of

body heat. It also makes you drowsy, and you could freeze to death while sleeping.

Of course, if you become stranded, try to pull the car off the road as far as possible. Should it get stuck and you try to free it, don't over-exert yourself. And keep in mind your vehicle is the best protection from the weather. So, stay there and wait for help.

If you're running the motor for heat, open a window for ventilation and make sure the tailpipe isn't clogged with snow. In station wagons, don't open the back window, it tends to draw the exhaust into the car. Carbon monoxide is tasteless, odorless and deadly.

Take these simple precautions and do yourself a favour.



Scraper; brush; shovel; booster cables; sand, salt or kitty litter (may help to free your vehicle if it's stuck); traction pads or pieces of old carpeting (also for added traction); first aid kit; flashlight; flares; extra fuses, radiator hoses, and fan belts; blankets or sleeping bags; extra winter clothing; tow line or chain; a supply of non-perishable foods such as chocolate bars, instant soup, tea or coffee (in case you become stranded for a period of time); a tin can and matches or a lighter and candles to melt snow (never use unmelted snow as a substitute for drinking water, plus a single candle can warm an empty full-sized sealed car by 4.5°C.)

NEXT ISSUE

New regulations for off-road vehicles.

What drives the drinker to drink? Then drive?



— Every day in Ontario, alcohol is involved in the deaths of two people and in 81 motor vehicle crashes.

— At least half of all drivers killed each year had been drinking.

— Late on weekend nights, one of every 12 drivers on our highways has been drinking.

— An accident in which alcohol is involved occurs every 5-1/2 minutes in Canada.

Bald statistics. But if numbers don't impress, consider these:

— A divinity student and his wife riding their motorcycle, hit from behind by an impaired driver going 110 km/h. Their motorcycle was welded to the engine of the car by the force of the impact. Both victims were thrown as high as the hydro lines.

— A couple driving east on Highway 2 was hit when a car full of teenagers leaving a tavern tried to pass a truck going west. The husband died.

— A small boy was killed in a head-on collision. His legs were driven up into his shoulders by the impact.

To combat the increasing carnage, Ontario Premier William Davis announced on Sept. 1 of this year, the establishment of a special anti-drinking and driving unit on the recommendation of the interministry task force on drinking and driving.

Formed in Sept. '82 at the request of a citizen group called PRIDE, the task force studied efforts at reducing the toll of drinking and driving around the world but failed to find a successful example of long-term countermeasure-enforcement programs.

The members found that while crackdowns and seasonal blitzes have proven successful, their effect tends to be short-lived.

Commenting on the findings, Attorney General Roy McMurtry said that "Part of the reason for the failures is that up until now, we have been too quick to look to our police and legislators and courts for a solution to a problem that is social, not just legal".

And society's long-standing acceptance of combining drinking and driving and its empathy toward those charged and convicted has added to the problem.

Recognizing a fundamental change in attitude toward drinking and driving must take place, the new unit within the Ministry of the Attorney General and headed by former OPP Commissioner James Erskine, will coordinate government, community and private sector efforts to combat the problem and stimulate and support community initiatives.

The task force also recommended increased visible police enforcement through more roadside checks and the use of screening devices; the institution of photo licences for Ontario drivers; support for the mandatory acquisition of blood samples; increased drinking-driving law-enforcement training and improvements in the government's communications efforts, the collection of drinking-driving data and access to and keeping of records.

As well, it suggested further study on drinking age, driving age, lengthening of licence suspension, advertising, lower BACs (Blood Alcohol Count) and driving curfews for new drivers.

In his statement, Premier Davis said: "Drinking and driving is a deeply rooted social and legal problem. The solution is not just increased law enforcement or better public education or stiffer penalties from



In 1982, in Ontario, 50,243 persons were asked to submit to a breathalyzer test. A total of 41,055 drinking and driving charges were laid as a result and another 4,910 for refusing to take the test. Is enforcement the answer?

the courts or changes in the laws. When we come to view the combination of alcohol abuse and automobiles as a hostile act, threatening the lives and well-being of our families, then and only then will we rid ourselves of this affliction."

Echoing these assertions McMurtry added: "Society should no longer tolerate a good-time Charlie who hops behind the wheel to weave his way home."



In 1982, 44.2 per cent of drivers killed on Ontario roads were impaired by alcohol.



Neil Gray

It's perhaps the sheer randomness, the unexpectedness, when someone you love is killed by a drunk driver that makes the pain so devastating.

When John and Ruth Gray's 14-year-old son Neil was run down on April 1 this year, their lives were changed irrevocably. "It just changes every aspect of your life," Mrs. Gray said. "You never sleep the same."

Neil had gone for a bike ride with a friend when his chain broke. As he bent to fix it, under a lighted street light, he was killed instantly by a drunken driver who hit him and did not stop.

After the death of their son, the Grays received condolences from many strangers who had suffered similar deaths in their families. This concern and a memorial fund set up by a friend made them decide to start up a national organization they call ADD (Against Drunk Driving).

Since then, the Grays have had

When will people ever learn?

trouble keeping a tally of new members. To date, there are 13 chapters across Canada and several more in Ontario alone, including a young people's arm called Teen ADD in several high schools.

ADD's aims are to make people more aware of the human devastation drunk driving causes. Rather than lobbying government, ADD president John Gray, a sergeant with the Peel Regional Police Force, wants to see more immediate action. "Every day that nothing is done, more people are killed," he said.

The action ADD has taken has been swift and concrete.

The group mounted an extensive public awareness program with large ads in *The Globe and Mail*, stories in many other newspapers and radio and television interviews. It also cooperated on a CTV documentary on drinking and driving which was aired Nov. 28.

Gray calls ADD "a victim organization" because almost half of the members have either directly or indirectly been affected by drunk driving. "We're trying to be as compassionate as possible," said Gray. "We're not against the driver, but against the act of drunk driving."

He says the only effective way to fight the problem is through education and counselling. ADD advocates a one-year jail term for a first conviction of impaired driving in conjunction with mandatory counselling. The group believes any

impaired driving charge involving an injury should carry a 10-year sentence and where someone is killed by a drunk driver, life imprisonment.

"We don't have the attitude 'throw them in jail and throw away the key'," Gray emphasized, noting that a one-year sentence means only three months in practice. "We want them to be in a controlled environment so they can receive proper counselling."

ADD, along with MTC, is now working with Toronto's Madeira House, a private non-profit community-based organization, on a counselling and rehabilitation program for convicted impaired drivers. The program has been operating for the last six months and includes participation by victims of drunk drivers and their families.

As well, ADD offers its own counselling service and has a 24-hour-a-day hotline.

One member, Peel County Coroner James Cairns, has called drunk driving, "socially acceptable homicide".

"We believe change will come about with public support," said Gray, pointing out that public attitude against drunk driving is running very high.

Education and counselling are paramount, according to Gray. "We're not out for vengeance. Nothing will bring that person back."

ADD's headquarters are at 76 Tanager Sq., Brampton, Ont. L6Z 1X2; the 24-hour hotline is (416) 846-5252.

"We have discovered the enemy and he is us . . ."

• On a bright Sunday afternoon, a few years ago, Karen Mitchell sent her nine-year-old daughter Jennifer off to a Brownie meeting on her bicycle. She never got there and Karen Mitchell never again saw her only child alive. Jennifer's killer was a drunk driver. He stopped only after a bus driver, who witnessed the accident, chased him down. He was sentenced to two years less a day. He's back driving now, after serving less than eight months in jail.

motorcycle along the 401, en route to write his final exam at Queen's University in Kingston. A woman, driving the wrong way on to an off ramp struck and killed him. She refused a breathalyzer test and this was the only crime with which she was charged. She received a \$500 fine and had her licence suspended for 90 days.

— — —

These senseless tragedies, among thousands of others that happen every year in Ontario alone, spurred the formation in May, 1982, of PRIDE (People to Reduce Impaired Driving Everywhere). It's not a temperance group and takes no stand on drinking except when it impedes one's ability to drive an automobile.

The organization, with 11 chapters across Canada and approximately 2,000 members, has only one aim: To remove drinking drivers from the road.

Under the leadership of Karen Mitchell and John Bates, whose daughter was a friend of Frayne, PRIDE was instrumental in the formation on Sept. '82, of the premier's interministry task force on drinking and driving.

As stated in PRIDE's submission to the task force committee, "... the families of victims are emerging from the closet in droves. What was accepted a few years ago is rapidly becoming the target for what amounts to a public uprising. Simply

... (continued on page 6)

• Twenty-year-old Casey Frayne, son of journalists Trent Frayne and June Callwood, was a brilliant engineering student. One April night, two years ago, Casey was riding his

The enemy is us

... continued from page 5

put, people . . . victims and non-victims alike, are fed up with the carnage . . . and want something done about it."

Members favor a number of measures which they believe will help eliminate the problem of drinking drivers. They would like the drinking age immediately raised to 21, citing a 20 to 28 per cent reduction in alcohol-related accidents in areas where this has been done.

They also favor mandatory sentences — for instance, a one-year licence suspension for a first offence and a lifetime suspension for a second offence, stating that the courts, by imposing light sentences, are sending a message to the public that impaired driving is not a very serious offence.

(The current minimum penalty for a first offence is a \$50 fine and a three-month licence suspension; the maximum, a \$2,000 fine and up to six months imprisonment or both has never been imposed in Canada.)

PRIDE endorses a proposal to allow the taking of blood samples from drivers suspected of being impaired which would eliminate the ploy of feigning injury in order to avoid a breathalyzer test.

It also wants an ALERT device in every police car; the consideration of previous offences in sentencing; reducing the legal blood alcohol limit for impairment to .50 mg from .80; victim support; increased alcohol education in schools and better driver education; photo licenses; a driver-infraction base of information available to police and more spot checks.

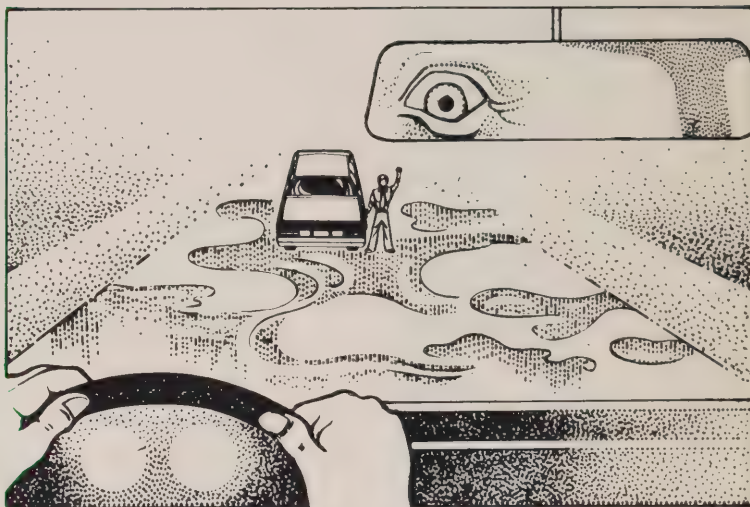
Bates, PRIDE president, a father of three teenagers, says education, apprehension and deterrence are the keys to the problem of drinking drivers. He says the long-term solution is a fundamental change in attitude toward drinking, then driving.

"When the courts are serious about this . . . when they put the offence into proper perspective, when impaired driving is put on the same level of public esteem as rape, wife beating or child molesting . . . then and only then will we see the reductions we want."

Bates says the Ontario Government is taking a leadership role in forming a special unit to deal with the problem. But he doesn't expect immediate results and anticipates a

Test your driving skills

It's snowing, the temperature is dropping and the road is beginning to get slippery. All of a sudden . . . you see a car stalled in the middle of the roadway. Do you know what to do?



Question:

What would you do?

(Put an "X" beside your responses(s).)

With your eyes?

- | | | |
|---|---|--|
| 1. <input type="checkbox"/> Look left | <input type="checkbox"/> Look right | <input type="checkbox"/> Look straight |
| <input type="checkbox"/> Look rear mirror | <input type="checkbox"/> Look side mirror | |

With your feet?

- | | | |
|---|--|---|
| 2. <input type="checkbox"/> Increase gas | <input type="checkbox"/> Decrease gas | <input type="checkbox"/> Off gas |
| <input type="checkbox"/> De-clutch (shift to neutral) | | |
| 3. <input type="checkbox"/> Slam brake | <input type="checkbox"/> Brake slowly | <input type="checkbox"/> Just touch brake |
| <input type="checkbox"/> Off brake | <input type="checkbox"/> Parking brake | |

With your hands?

- | | | |
|---|--------------------------------------|--|
| 4. <input type="checkbox"/> Steer left | <input type="checkbox"/> Steer right | <input type="checkbox"/> Grip firmly |
| <input type="checkbox"/> Steer straight | | |
| 5. <input type="checkbox"/> Shift neutral (Automatic) | <input type="checkbox"/> Shift low | <input type="checkbox"/> Shift reverse |
| <input type="checkbox"/> Shift park | <input type="checkbox"/> Don't shift | |
| 6. <input type="checkbox"/> Signal right | <input type="checkbox"/> Signal left | <input type="checkbox"/> Slow or stop |
| <input type="checkbox"/> Ignition off | <input type="checkbox"/> Blow horn | |

See answers page 8

10-year period before any major advances are made in significantly reducing the carnage on our roads.

He emphasizes that the drinking driver is not necessarily a drunk or an alcoholic. It could be anybody who's had one or two, doesn't realize his or her level of impairment and gets behind the wheel.

Concludes Bates: "As Pogo said, 'We have discovered the enemy and he is us'."

PRIDE Chapters meet regularly and provide support and referral for victims and their families. For more information contact:

PRIDE, 19 Ovida Ave., Islington, Ont. M9B 1E2 (416) 232-2057.

SAFETY BRIEFS AROUND THE WORLD



CANADA: Montreal puts the boot "to motorists with unpaid parking fines — a bright yellow metal clamp, known as a boot, which locks on to an automobile's wheel rim, making the car immobile. Bailiffs check licence plates and if an offender is spotted and the owner hasn't paid his/her fines, the vehicle is "booted" on the spot. Known as the 'Denver Boot', it got its name from Denver, Colo., where it was introduced more than two decades ago.

* * *

BELGIUM: In 1898 Mr. de Chasseloup-Laubat set the world's first land speed record in his electric car when he achieved 39.42 mph.

BRAZIL: Under a new driver education program, traffic offenders must sit in the kindergarten centre of Sao Paulo's traffic department. It's hoped the humiliating experience of being taught by kids will slow down the city's accident rate.

* * *

CANADA: Cyclists in Vancouver, B.C. will no longer be able to ride their bicycles and listen to music. City council passed a bylaw prohibiting bicycle riding "while wearing headphones or any other manufactured device capable of transmitting sound, over or in close proximity of both ears".

CANADA: Prince Edward Island had to paint gulls on a seaside highway. You see it was getting plagued with broken clam shells dropped by gulls trying to open them. Apparently seeing another bird nearby kept the gulls away. The problem was solved.

* * *

SWITZERLAND: The minimum age for driving a moped is 14 years, providing you first pass a theory test.

* * *

U.S.A.: Employees of the Navy Public Works Centre could win \$50 each month. A safety specialist picks a place and time each month and awards the money to the first employee found wearing a seat belt.

Slippery lesson for Thunder Bay drivers

Slippery roads don't make for good driving.

So, the City of Thunder Bay is once again putting some of their personnel through a "winter" collision avoidance program.

It, along with other training programs throughout the year, gets credit for decreasing the number of accidents, involving city-owned vehicles by about 50 per cent since it began four years ago.

Ray Strawson, co-ordinator of the city's fleet training program, says he selects drivers who can potentially get into collisions by nature of their work — such as policemen and bus drivers.

Transit drivers are taught squeeze-braking, which takes into consideration the special characteristics of bus air brakes. Other items include steering around objects and braking that avoids lock-up. Drivers don't drive faster than 50 to 55 km/h while on the course.

Course participants who fail must

take the course over again, Strawson said. And, city policy now requires all drivers getting their licences through the city's driving instructors pass this winter test.

City instructors are certified to teach and examine drivers for a variety of licence classifications under the Ontario Ministry of Transportation and Communications.

Strawson says they project about 130 to 140 accidents involving city-owned vehicles this year with about 25 per cent of them reportable according to the law (\$400 damage and over). The city, though, has a policy stating that all accidents, however minor, are reportable if only on city collision forms.

"Some of the winter accidents were due to drivers not braking properly and getting into full brake lock-ups," he said. "About 50 per cent of the 2,000 civic employees in Thunder Bay either drive city-owned vehicles or are paid mileage to drive on civic business."

Strawson is responsible for the corporate training facility which administers the program for all operating departments including transit, police, and fire.

This year he has been asked to assist in putting together a similar course for the U.S. National Safety Council at their testing grounds in Stevens Point, Wisc.



Drivers must be able to safely steer around objects on a slippery surface.

Test your skills — answers

EYES

1. Look in all directions in case you have to take evasive action trying to avoid a hazard.

FEET

2. On a slippery surface take your foot off the gas and shift to neutral or de-clutch before you do any braking. By shifting to neutral you take the driving forces off the drive wheels.
3. Once you have de-clutched or shifted to neutral, apply the brakes gradually and gently — pressing the brakes just short of a lock-up. Should any of the wheels lock, ease up on the brake pedal and re-apply. DON'T PUMP, just ease up slightly. Pumping the brakes is not an effective way to stop. Each time you remove your foot from the brake pedal, you're not stopping at all. In fact, your braking distance is increased.

HANDS

4. Grip the steering wheel firmly and steer straight ahead. Remember though — if you have to steer around an obstacle, on a slippery surface, it's almost impossible to brake and steer at the same time. Therefore, if you are braking and decide to steer, take your foot off the brake pedal. Keep in mind the vehicle will travel in the direction the wheels are turned.

5. In an automatic transmission vehicle, shift the car into neutral to take the drive force off the drive wheels. With a column-mounted shift, push the gear lever out, away from you and up — not towards you as you would normally shift.

If the automatic shift lever is mounted on the console, push the lever forward, but don't push the button. By using this method of shifting to neutral, you won't accidentally engage reverse or park — the lever will only go as far as neutral.

6. Don't worry about signalling. Your main concern is to bring the vehicle to a safe stop. If you do stop in time, it's advisable to put on your emergency flashers to warn other motorists of a hazard ahead.

Staff writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

*Lucy LaGrassa
Jeannine d'Entremont*

Contributions or queries should be addressed to the editor.

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Coming Events

January 14, 1984 — Humber College driver instructor development seminar, how to increase your skills as an instructor. For further information contact Jane Russ (416) 675-3111, ext. 406 days, or Al Nield (416) 439-8596 evenings and weekends.

January 16, 1984 — Humber College driving instructor course, full time.

January 16, 1984 — Driver instructor licensing course, Ontario Safety League. For information contact E.L. Moore, manager, traffic safety department, 82 Peter Street, Toronto M5V 2G5 (416) 593-2670.

February 7, 1984 — Humber College driving instructor course, part-time.

February 11, 1984 — Humber College driver instructor professional development seminar, how to increase your lesson average — 10 easy ways.

February 13, 1984 — DDC instructor development course, Ontario Safety League.

February 27, 1984 — Humber College driving instructor course, full time.

March 10, 1984 — Humber College driver instructor professional development seminar, advanced evasive manoeuvres.

March 12, 1984 — Motor fleet driver training course, Ontario Safety League.

April 2, 1984 — Humber College driver instructor course, full time.

ontario traffic safety

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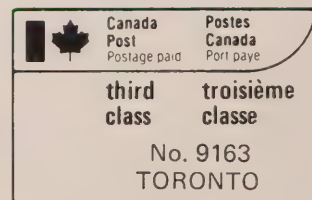
Hon. James Snow, Minister
H.F. Gilbert, Deputy Minister

Editor: Ms. Terry Di Carlo
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Ministry of
Transportation and
Communications



SPRING 1984

All off-road vehicles to be registered by June

Do you own an off-road vehicle? If you do, you must have it registered with MTC by June 1st of this year.

What exactly is an off-road vehicle? It's any two or three-wheeled vehicle, plus specific types with four or more wheels designed primarily for recreational use. Those licensed for on-road use or exempt by regulation are not included.

Exempted off-road vehicles include: golf carts; road building machines and motorized wheelchairs. Off-road vehicles participating in rallies or exhibitions sponsored by a motorcycle club or association with memberships of 25 or more are exempt if they are used solely for such events.

Licence plates for such vehicles went on sale Feb. 1 and can be obtained at any motor vehicle licensing office.

The one-time registration fee is \$25.00. And, vehicles cannot be registered to anyone under 16 years of age. On registration, owners will be supplied with a vehicle permit and

licence plate, the permit to be carried by the driver at all times.

For two and three-wheeled vehicles, the licence plate is to be mounted on the front of the vehicle in plain view, facing forward. The plate is to be mounted on the rear of four or more wheeled vehicles.

In addition, as of Aug. 1, 1984, vehicle liability insurance will be required for all off-road vehicles driven anywhere other than on land owned or occupied by the vehicle owner. Proof of insurance must be carried by the driver.

The new regulations also specified as of Feb. 1, drivers, passengers and riders on a conveyance towed by an off-road vehicle wear regulation helmets. Helmets are not required when operating on land owned or occupied by the vehicle owner.

Persons under 12 are *not* permitted to drive an off-road vehicle except on land owned or occupied by the vehicle owner.

The vehicles may be driven directly across selected highways, only if the



The laws governing the operation of off-road vehicles are similar to those of snowmobiles.

driver has a valid driver's licence.

Vehicles with three or more wheels may be driven along a highway by a farmer when used for a farming operation and displaying a slow moving vehicle sign. However, the driver must have a valid driver's licence.

Off-road vehicles cannot be driven
... (continued on page 8)

Increased penalties a deterrent?

If you get a ticket for a traffic violation now — your pocketbook's going to get hit harder.

On December 9, 1983, amendments to the Highway Traffic Act increased the general penalty from a minimum of \$20 up to \$40 and the maximum from \$100 to \$200.

Traffic offences such as failing to obey stop signs or signal lights, illegal turns or lane changes, failure to wear seat belts, now carry with them a \$53 tab for out of court settlements.

The general penalty hasn't been raised since 1969 and wasn't

considered to be a sufficient deterrent in today's world. It's hoped the higher charges will encourage drivers to think twice before committing traffic offences.

Although most drivers consider these to be petty offences, violations of these rules of the road played a part in 81,194 accidents on Ontario roads during 1982.

The increases don't affect offences such as speeding or careless driving, which don't fall into the general penalty category, or those under the

... (continued on page 3)



Let's celebrate our Bi-centennial safely.

Safe driving tips. . .

Do you know what a median strip is in reference to the school bus stopping law?

The Highway Traffic Act states: Motorists meeting a stopped school bus with flashing red lights must stop unless they are on a highway divided by a "median strip".

That's the portion of a highway which separates traffic travelling in the opposite direction (as shown in the diagram below). It's a physical barrier or unpaved strip of ground, such as the grass median on controlled access highways.

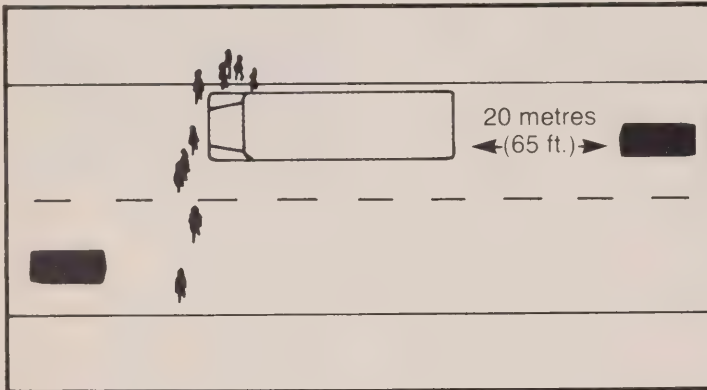
A painted line or corrugated concrete rumble strip in the centre of a road is NOT considered to be a median strip and is classified as an undivided highway.

Drivers encountering a school bus with flashing red lights going the opposite direction on a highway divided by a median strip don't have to stop. But those going in the same direction as the school bus must always stop.

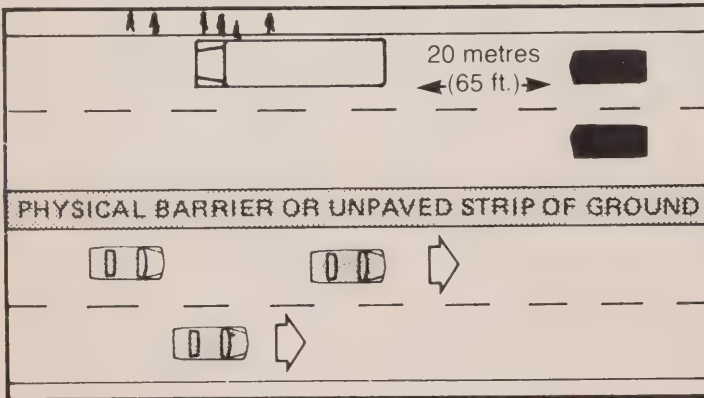
And, motorists overtaking or approaching a stopped school bus with flashing lights on any undivided highway, must always stop.

In both cases, drivers overtaking the bus must stop at least 20 metres (60 feet) before reaching it. And they can't proceed until the bus moves, or the lights have ceased to flash.

MTC urges everyone to become knowledgeable about the rules of the road because traffic safety is everyone's responsibility.



TWO-LANE HIGHWAY OR STREET
— cars in both directions must stop



MULTI-LANE HIGHWAY WITH MEDIAN STRIP — only cars behind must stop



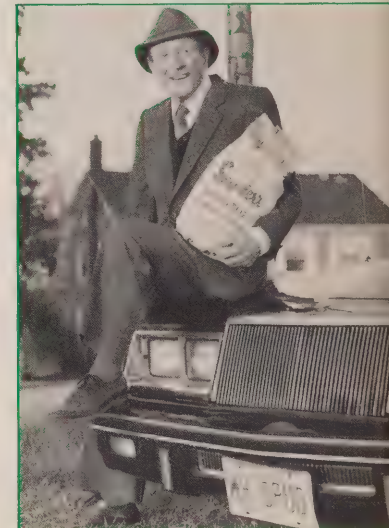
Snowmobile statistics for 1982 - 83 winter

Snowmobile statistics for 1982-83 winter season still reveal the carelessness with which snowmobilers use their machines.

In spite of the mildest winter in many years and the limited season, there were 358 reported accidents, 11 deaths and 316 people injured.

And, despite innumerable warnings on radio and in print, the number of drownings increased dramatically.

Seven drivers and two passengers were drowned compared to three drivers and one passenger the previous winter. It's obvious that even with increased publicity on the dangers of drinking and driving and snowmobiling on thin ice, drivers continue to take chances.



Edward Groff Snyder of Cambridge was pleased when Ontario went to the new plate-to-owner system. As owner of Snyders Potatoes, he takes pride in his new plate "MR SPUD". He also owns "POTATO".

Penalties

... continued from page 1

Criminal Code of Canada.

Other changes include a separate penalty for unlicensed drivers driving a motor vehicle or drivers carrying the improper class of licence. Fines here range from a minimum of \$100 to a maximum of \$500.

Amendments were also made to improve operational procedures and provide legislation consistent and compatible with the new vehicle registration system.

For example, to ensure the proper use of the vehicle permit under the new registration system, police officers and officers appointed under the Act, were granted the authority to seize permits (in addition to plates and evidence of validation) in cases where drivers have made unauthorized use of a permit, obtained a permit under false pretenses or defaced or altered the permit in any way.

A replacement permit will no longer be issued for a vehicle with unpaid fines listed against it when this procedure goes into effect. And, no one will be allowed to have more than one permit bearing the same plate number or describing the same vehicle.

In addition, conditions were clarified for the use of dealer and service plates by vehicle manufacturers, dealers and persons in the business of repairing or customizing, who require these plates to do business.

The new amendments made street car drivers subject to most of the same provisions as drivers of motor vehicles which included holding a driver's licence and obeying the same basic rules of the road.

Some basic housekeeping revisions to the Act also included the raising of the maximum fine for improper lighting on bicycles from \$5 to \$20, and the requirement for motorcyclists to fasten the strap under their chin when wearing helmets and to ensure that passengers under age 16 conform with the Act.

Also, the length of a semi-trailer was increased from a maximum length of 14 m (45 ft.) to 14.65 m (48 ft.). This increase brought Ontario's maximum length in line with all other Canadian jurisdictions.

And, to clarify the meaning of "highway" in the Act, the definition was rewritten to specifically include the entire right-of-way.

THIS IS THE LAW

Did you know that

A police officer, who reasonably suspects a driver of having alcohol in his/her body may demand a breath sample by means of an approved road-side screening device. Refusing without reasonable excuse is an indictable offence or an offence punishable on summary conviction.



Only chauffeurs, you say?

Back in the very beginning, if you could afford a car you could drive it. No licence required.

It was probably a good thing because in those days if you had to pass a test demonstrating your driving skills, the horse would still be king of the road.

It took all the self-control and perseverance a fledgling driver had just to hold onto the wheel and keep the car on the road.

To maintain peace and tranquility, as well as some semblance of safety, it became necessary in 1909 for those in authority to start making some rules. But they weren't as we know them today.

And only those who drove for hire, namely chauffeurs, were required to obtain licences, which they displayed prominently on their caps or lapels in the form of a small oblong badge with a number on it.

Even this was just a formality, as driving skills weren't questioned.

It wasn't until 1913 that chauffeurs were tested for their competence. They also had to be physically fit and "of good character".

This caused some grumbling from chauffeurs who felt they were being

discriminated against.

Regardless, it remained that way until 1927 when the operator's licence was introduced.

To qualify, a motorist needed six month's continual driving experience, 500 miles road time, good health and \$1.00 for the fee.

Driving tests were only given to the inexperienced driver or those suffering from a disability.

In that first year, 444,472 operator's licences were issued.

Driver licensing has seen many changes since then — from drivers getting a licence with no questions asked to today's rigid standards, such as, classified driver licensing which requires motorists to match their skills with the vehicle they're driving.

And, it's perhaps these rigid standards and increased safety programs over the years which has resulted in drivers driving with more care.

The chart below proves this to be true. Even though the number of vehicle registrations has multiplied 10 times and licensed drivers have multiplied eight since 1932, the number of deaths was comparatively low in 1982.

	1932	1982
Number of accidents reported	9,171	187,943
Persons killed	502	1,138
Persons injured	8,231	92,815
Amount of property damage	\$994,510	\$388,811,531
Ontario population	3,473,000*	8,699,000*
Licensed drivers	648,710	5,247,198
Motor vehicles registered	531,597	5,295,334
Provincial highways	4,797 km (2,998 mi.)	21,540 km (13,462 mi.)
		*Estimated

You only think of him as . . .

The cop down the street

This article was written by Cpl. Dale Martel, NCO in charge of the RCMP Detachment in Field, B.C. and expresses the feeling of most members of the force.

This is an open letter to all parents of all young people everywhere. I am writing in response to some of the questions you ask me daily. I am not one police officer, but I represent every officer in every city and town in Canada.

You may know me only as the cop who gave you a ticket last summer, but I am also the guy who lives down the street from you. I am the parent of three children and I share with you the same hope, ambition and dreams that you have for your children. I am faced with the same problems you have. I share with you those moments of agony and ecstasy. I share with you the feeling of shame, guilt and disappointment when my boy or girl gets into trouble.

The scene is a long stretch of highway with a sharp curve at one

“ . . . I am angry, and sick with trying to do my job and being tagged the bad guy, I pray to God that I might never have to face another parent in the middle of the night.”

end. It has been raining and the roads were slick. A car travelling in excess of 128 km/h missed the curve and plowed into an embankment where it became airborne and struck a tree. At this point, two of the three young persons were hurled from the vehicle, one into the tree, the other into the roadway, where the car landed on him, snuffing out his life, like a discarded cigarette on the asphalt. He is killed instantly, and he is the lucky one.

The girl thrown into the tree has her neck broken and although she was voted queen of the senior prom, and most likely to succeed, she will now spend the next 60 years in a wheelchair.

Unable to do anything else, she will live and relive that terrible moment over again many times. When I arrive, the car has come to rest on its top, the broken wheels have stopped spinning. Smoke and steam pour out of the engine ripped from its mounting by a terrible force. An eerie calm has settled over the scene and it appears deserted except for one lone traveller who called it in. He is sick to his stomach and leaning against his car for support. The driver is conscious but in shock and unable to free himself from under the bent twisted

Scarred forever

steering column. His face will be forever scarred by deep cuts from broken glass and jagged metal. Those cuts will heal, but the ones inside cannot be touched by the skilled surgeon's scalpel. The third passenger has almost stopped bleeding, the seat and his clothing are covered in blood from an artery cut in his arm by the broken bone end that protrudes from his forearm just below the elbow. His breath comes in gasps as he tries desperately to suck air past his blood-filled airway. He is unable to speak and his eyes bulged and fixed on me pleadingly, are the only communications that he is terrified and wants my help. I feel a pang of guilt and recognize him as a boy I let off with a warning the other night for an open container of alcohol in his



In 1982, 55.9 per cent of drivers killed on Ontario roads were under the influence of alcohol.



car. Maybe if I had cited him then, he wouldn't be there now. Who knows, I don't.

He died soundlessly in my arms, his pale blue eyes staring vacantly as if trying to see into the future he will never have. I remember watching him playing basketball and wonder what will happen to the scholarship he will never use. Dully my mind focuses on a loud screaming and I identify it as the girl who was thrown from the vehicle. I race to her with a blanket but I am afraid to move her. Her head is tilted at an exaggerated angle. She seems unaware of my presence there and whimpers for her mother like a little child. In the distance, I hear the ambulance winding its way through the rainy night. I am filled with incredible grief at the waste of so valuable a resource, our youth.

I am sick with anger and frustration with parents and leaders who think a little bit of alcohol won't hurt anything. I am filled with contempt for people who propose lowering the drinking age because they will get booze anyway, so why not make it legal. I am frustrated with laws, court

rulings and other legal maneuvering that restrict my ability to do my job in preventing this kind of tragedy. The ambulance begins the job of scraping up and removing the dead and injured. I stand by, watching, as hot tears mingle with rain and drip off my cheeks. I would give anything to know who furnished those young people with that booze. I will spend

Erasing the memory

several hours on reports and several months trying to erase from my memory the details of that night. I will not be alone. The driver will recover and spend the rest of his life trying to forget. I know the memory of this fatal accident will be diluted and mixed with other similar accidents I will be called upon to cover.

Yes I am angry, and sick at heart with trying to do my job and being tagged the bad guy. I pray to God that I might never have to face another parent in the middle of the night and say your daughter, Susan or your son,

Bill has just been killed in a car accident.

You ask me why did this happen? It happened because a young person, stoned out of his mind, thought he could handle two tons of hurtling death at 128 km/h. It happened because an adult trying to be a "good guy" bought for or sold to some minor, a case of beer. It happened because you as parents weren't concerned enough about your child to know where he was and what he was doing; and you were unconcerned about minors and alcohol abuse and would rather blame me for harassing them when I was only trying to prevent this kind of tragedy. It happened because as people say, you believe this sort of thing only happens to someone else.

For your sake, I hope it doesn't happen to you, but if you continue to regard alcohol abuse as part of growing up, then please keep your porch light on because some cold, rainy night, you will find me at your doorstep, staring at my feet with a message of death for you.

The Cop Down the Street

Don't run into trouble

"It'll either kill me or cure me."

People have used that phrase for years to justify everything from rolling in the snow after a sauna to fighting hangovers with raw eggs and tabasco sauce.

But these days, it often describes a gung-ho approach to jogging — the new cure-all for what ails us in the 80's. People get out there and run too far, too fast . . . and carelessly; as if the nobility of their attempt to get in shape gives them some sort of special status on the road.

Well, it doesn't. And many joggers, especially those who run at night, are tipping the scales on the "kill" rather than the "cure" side. They forget about the most important factor in pedestrian safety — visibility. Not only the ability to see, *but to be seen*.

In Canada, 1,000 pedestrians are killed and over 20,000 injured each year in traffic accidents, half of them in the dark . . . a percentage far out of proportion to the amount of traffic at night. Much of the reason for this is the simple fact that drivers can't see as well after dark.

Compound already reduced vision with dirty headlights, rain or snow on windshields, fatigue or the effects of alcohol, and it's obvious poor joggers chugging along in their grey sweats don't stand a chance.

Many runners think they've got the problem licked with white or fluorescent clothing, but in fact, they're still in the dark about visibility. White is better than black, but it isn't nearly as visible to drivers as most people think. It does not "pick up" or reflect light, only makes objects within close range of a strong light source more visible.

And fluorescent is commonly misunderstood to mean "glow-in-the-dark", which it will, but only under ultra-violet light, of which headlights provide very little. It's great in the daytime, but even worse than white at night.

The best way to be seen after dark is to use reflective (sometimes called retro-reflective) material which can triple the distance at which you can be seen in a headlight's beam. This fabric is coated with microscopic glass beads, 90,000 of them per square inch. They capture light from any angle, and redirect it back to its source. Highway direction signs that light up in your car's lights are

Test your driving skills

It's a beautiful clear, dry day and you're driving along a two-lane highway at 80 km/h and, suddenly you notice a car tailgating. Do you know what to do?



Question:

What would you do?

(Put an "X" beside your response(s).)

With your eyes?

- | | | |
|---|---|--|
| 1. <input type="checkbox"/> Look left | <input type="checkbox"/> Look right | <input type="checkbox"/> Look straight |
| <input type="checkbox"/> Look rear mirror | <input type="checkbox"/> Look side mirror | |

With your feet?

- | | | |
|---|---|---|
| 2. <input type="checkbox"/> Increase gas | <input type="checkbox"/> Decrease gas | <input type="checkbox"/> Off gas |
| <input type="checkbox"/> Raise light beam | <input type="checkbox"/> Lower light beam | |
| 3. <input type="checkbox"/> Slam brake | <input type="checkbox"/> Brake slowly | <input type="checkbox"/> Just touch brake |
| <input type="checkbox"/> Off brake | <input type="checkbox"/> Parking brake | |

With your hands?

- | | | |
|--|--------------------------------------|---------------------------------------|
| 4. <input type="checkbox"/> Steer left | <input type="checkbox"/> Steer right | <input type="checkbox"/> Grip firmly |
| <input type="checkbox"/> Steer straight | <input type="checkbox"/> Swerve | |
| 5. <input type="checkbox"/> Signal right | <input type="checkbox"/> Signal left | <input type="checkbox"/> Slow or stop |
| <input type="checkbox"/> Ignition off | <input type="checkbox"/> Blow horn | |

See answers page 8

painted with retro-reflective paint, as are Ontario's new personalized licence plates. Most running suits come equipped with reflective strips, and there are vests, ankle, wrist and head bands, mittens and shoe strips on the market.

But don't just buy products called "safety tape" without making sure they are reflective. If they're not, they won't do the job

It's up to you to decide whether jogging will make you a healthier happier person. But if you run, at least tip the scales in your favour. Make sure you're as visible as possible. You'll have dogs, potholes, hard pavement and the sheer effort of dragging yourself around the block to contend with as it is. Don't add car to the list.

Reflect on it!

SAFETY BRIEFS AROUND THE WORLD



DRUNK DRIVING OFFENCES

TURKEY: Police take drunk drivers 32 km (20 miles) from town from where, under escort, they are forced to walk back.

FINLAND: Second drunk driving offence results in the permanent revocation of driving licence.

EL SALVADOR: In this country, they don't fool around because your first offence is your last. They execute you by firing squad.

U.S.A.: In Kentucky, convicted drinking drivers must assist police and transportation crews in the clean-up of drinking driving collisions.

* * *

U.S.A.: A proposal has been made for all new cars produced in the U.S. after September '85 must have a third brake light mounted in the middle of the rear window. This would enable motorists to see the brake light two cars ahead and provide more reaction time to help avoid rear-end collisions.

CHINA: A Chinese soldier has invented a sniffing device which turns off the car engine if it detects alcohol on the breath of a driver. The electronic device is already being exported to other countries.

* * *

U.S.A.: In an effort to drum up business, prostitutes in Cleveland's red light district broke into a control box and set the traffic lights at an intersection on red so drivers would be forced to stop.

* * *

CANADA: Drivers no longer have to stand out in the cold or pouring rain to get help when they're car breaks down. Blair Hodgkinson, a tractor-trailer driver, has produced a "HELP" sign which clips over the top edge of the glass in a car window. The reflective sign sticks straight out and can be seen by drivers coming from either direction.

CANADA: Have problems backing up your car or truck and inevitably feel your way around? Well "super eyes" has come to the rescue. Now available in Canada, this little sonar device can be installed on cars or trucks to warn a driver that he/she may be backing into something hidden from view. This is particularly important when there are children playing around a car or truck. How does it work? A sonar transmitter-receiver is installed on the back of the vehicle usually under the bumper and it sends out signals which bounce back off any object within 1.8 m (six ft.). If something is within this range, a small speaker mounted inside the vehicle begins beeping slowly. As the vehicle moves closer to the object, the beep becomes faster and higher pitched. Unlike the beeper emitting a sound outside the vehicle which can be ignored by pedestrians, "super eyes" warns the driver rather than the potential victim.

Motor vehicle certification

Under the new vehicle registration system, the purchaser of any used motor vehicle must apply to MTC within six days of purchase to transfer the permit into his/her name, in either a "fit" or "unfit" condition.

If the vehicle is to be operated on a highway, the purchaser must obtain a "fit" permit. To do this, he/she will have to provide MTC with proof of the vehicle's safety by means of a valid Safety Standards Certificate (SSC).

Although the purchaser is required to supply the ministry with the SSC, the seller may sell the vehicle certified if he/she wishes.

What is an SSC?

It's a certificate indicating the vehicle meets the minimum safety standards required by the Highway Traffic Act (HTA) and is considered "fit".

It can be obtained at any MTC licensed inspection station in Ontario. And, it's valid for transfer purposes for up to 36 days after the

date of inspection.

Of course, this SSC is not a guarantee or warranty the vehicle will remain "fit" for any period of time after inspection.

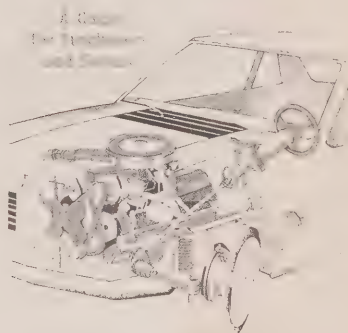
If you wish to know what standards must be met for a vehicle to be considered "fit", MTC has made available a booklet: "Safety Certification and Registration of Used Motor Vehicles".

It clarifies the new vehicle registration system and acts as a guide to procedures a seller or purchaser must follow when buying or selling a used car, truck, etc.

It also informs owners of passenger cars, vans and light trucks of the items which will be inspected on each vehicle and standards which must be met before a SSC can be issued.

If you wish to obtain a copy of the booklet, write the Compliance Branch, Ministry of Transportation and Communications, 1201 Wilson Avenue, Downsview, Ontario, M3M 1J8.

Safety Certification and Registration of Used Motor Vehicles



Ministry of
Transportation and
Communications

1201 Wilson Avenue, Downsview, Ontario
M3M 1J8

Coming Events

March 28, 1984 — Humber College driving instructor course, full time. For more information contact Jane Russ (416) 675-3111, ext. 406 weekdays or Al Neild (416) 439-8596 evenings and weekends.

April 14, 1984 — Humber College driver instructor professional development seminar series — how to be a better group instructor.

April 17, 1984 — Humber College driving instructor course.

April 25, 1984 — Vehicle accident investigation course, Ontario Safety League. For information contact E.L. Moore, manager, traffic safety department, 82 Peter Street, Toronto M5V 2G5 (416) 593-2670.

April 29, 1984 — OTC annual conference — "traffic accident prevention" to be held at Cara Inn, Mississauga. For information contact Annette Eason, Ontario Traffic Conference, 20 Carlton St., Toronto, Ontario M5B 2H5 — Tel. (416) 598-4138.

April 30, 1984 — Humber College driving school classroom instructor course, section I — introduction to general instructional techniques.

May 7, 1984 — Humber College driving school classroom instructor course, section II — developing and refining skills.

May 14, 1984 — DDC instructor development course, Ontario Safety League.

June 1, 1984 — Driving School Association of Ontario at Wheels Inn, Chatham, Ontario. For more information contact Luba Castracane (416) 826-7979 or Gerry Den Hartogh (519) 631-6490.

June 4, 1984 — Driving instructor licencing, Ontario Safety League.

Off-road ... cont'd from page 1

along a highway in any other circumstances.

Remember, every person who drives one of these vehicles without due care and attention or without reasonable consideration for other persons can now be charged with careless driving.

And, the owner of the vehicle, as well as the driver, is responsible for violations of The Off-Road Vehicles Act and is liable for any loss or damage to property.

Legislation of these vehicles was prompted by the request of approximately 160 municipalities which were concerned for the safety of the drivers, passengers and property owners.

Staff writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

John Russell

Contributions or queries should be addressed to the editor.

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Test your skills — answers

Eyes

1. Once you have noticed the tailgater, keep your eyes *straight ahead*, concentrating on the driving task at hand and frequently *glance in your rearview mirror*. Don't let the tailgater distract you from what is up ahead.

Feet

2. Don't be tempted to increase your speed and race away from a tailgater because chances are he/she will race with you. So, *decrease your gas slowly*.
3. And, just touch the brake. The flashing brake lights will warn the tailgater. Don't brake suddenly because it would cause a serious accident. Or another technique you could use would be turning on your hazard lights to warn the tailgater.

Hands

4. If the tailgater is still persisting, *steer to the extreme right* of your lane allowing the tailgater a better view of what's ahead to encourage him/her to pass.
5. If this doesn't work, then signal your intention to *slow down* and stop off the travelled portion of the road, letting him/her pass. If there is no safe place to pull off the road, continue your speed and when it is safe to do so, pull off the road and stop.

ontario traffic safety

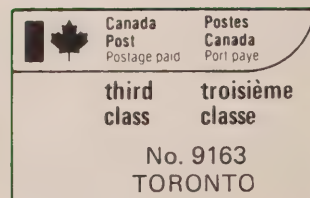
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University of Toronto
Social Sciences Department
Toronto, Ontario

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Ontario Traffic Safety



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SUMMER 1984

Survey reveals improper use of child restraints

Time and time again we're told seat belts save lives.

Yet, the value and effectiveness of occupant restraints depends solely on their constant and proper use.

Since the recent second phase of the child restraint legislation came into effect, Peel Regional Police decided to find out what was actually transpiring on the streets.

So, they decided to conduct a survey. It was administered by uniform police officers at pre-established roadside locations. They were equipped with a child restraint seat and booster seat for demonstration purposes and pamphlets on their proper use to hand out.

The sample seats came in handy for demonstrating proper usage, underscoring Peel Region's secondary aim of educating the public.

Sgt. Dave Yakichuk said: "All in all, the survey proved quite successful. The results showed a high level of misuse of infant carriers and child restraint seats." Although there was only a small number of children surveyed (211), 38 per cent were transported unrestrained. And, of the remaining children wearing restraints, 45 were improperly used.

It was noted the misuse was not outright disregard of the law, but from misunderstanding or unavailability of manufacturers instructions.

Officers also noticed incidents of "doubling up" in seat belts, infants on the floor where there weren't enough seat belts for the number of occupants or handling baby blankets within harnesses.

"This survey indicated to us we need to educate parents and children alike more in the area of occupant restraints," said Yakichuk. "So, we're now following

... (continued on page 8)

THE FARMER'S ADVOCATE.

August 11, 1927



Help to Weed Out The Incompetent Motor Drivers

BY SECURING YOUR MOTOR VEHICLE
OPERATOR'S LICENSE NOW

NO matter how cautious you are in the handling of your car, the safety of yourself and your passengers is dependent largely on the other drivers on the road.

To prevent incompetent persons endangering your family and yourself, each driver in Ontario, not already licensed as a chauffeur, must possess a Motor Vehicle Operator's License.

Secure your application form today. You can get it from any garage or issuer of motor car licenses in the Province. The fee for a License is \$1.

Traffic Patrol Officers may call for the production of Operator's Licenses both on city streets and country highways. If you cannot produce your License you will be subject to a penalty under The Highways Traffic Act.

New Drivers, and those suffering from physical disability, have the opportunity to pass an examination by Inspectors of the Department. These Inspectors are located at convenient points throughout the Province. Your garage will tell you of the one nearest to you. The examination fee is \$1.

Ontario Operator's Licenses are recognized in every Province and every State. Wherever Operator's Licenses are required, an Ontario Operator's License is necessary for everyone in charge of an Ontario car. Do not attempt to leave the Province without your Motor Vehicle Operator's License.

A satisfactory measure of support by the great majority of motorists has been accorded the Department in its past efforts to maintain the safety of the highways. The higher speed limit and an abnormal increase in traffic now render this additional measure necessary. The Department therefore sincerely hopes you will indicate your support of safe highway travel by securing your Operator's License without delay.

Ontario Department of Highways

The Hon. GEORGE S. HENRY, Minister



Left to right; Sault Ste. Marie Constable Lois Beckett, Kinsmen Elmer Program Chairman Roger Aube, Kinsmen President Jim Clark, Elmer the Safety Elephant, Franklin School student Donnie Smith and the Honourable Russ Ramsay.

Schools receive unique award

Three Sault Ste. Marie elementary schools were presented with 15-year accident-free awards earlier this year by Ontario Labour Minister Russ Ramsay.

He was accompanied by city police safety officers, executive members of the Kinsmen Club and, of course, Elmer the Safety Elephant.

Award-winning schools included R. M. Moore, St. Ann's and Franklin schools.

In the local Elmer program's 32-year history, only one previous school had ever received the award. The late Ontario Minister of Transportation and Communications John Rhodes presented that first one to David Kyle P.S. in 1977.

THIS IS THE LAW

Did you know that

All off-road vehicles must be registered and licenced with MTC and, as of August 1st, have vehicle liability insurance. It includes any two or three wheeled vehicles plus specific types with four wheels designed primarily for recreational use. In addition, all drivers and passengers must wear regulated helmets.



Safe driving tips . . .

All drivers must obey the rules of the road. For their own safety — as well as others. This includes signs, signals and markings which are there to remind drivers of their required behaviour on our highways.

And, one area which hasn't received much attention by drivers is pavement markings. Although there's no law governing such markings, they're to be used as guidelines.

For example, on a multi-lane road, yellow directional dividing lines separate traffic travelling in opposite directions while the white are used to separate traffic travelling in the same direction.

A solid line in the centre of a two-lane highway means it's unsafe to pass. How does MTC determine whether it's safe to pass along a certain stretch of road?

Well, it's based on visibility. Taking the speed into consideration, a solid line for "no passing" is placed on sections where there is a curve, dip or rise. If a driver can't see an approaching vehicle because of any one of them, then it's unsafe to pass.

Of course, drivers should keep in mind that although these and most other pavement markings are not included in the Highway Traffic Act, if an accident results from unsafe passing, they can be charged.

And, a new driver taking a road test for a licence, will fail if he/she drives across a solid line during the test.

Perhaps if drivers paid more attention to pavement markings, Ontario's accidents resulting from improper passing could be reduced.

Change in Class "F"

Now drivers of passenger vans with a seating capacity of 11 passengers, exclusive of the driver, no longer need a Class "F" licence.

Regulation 462 of the Highway Traffic Act has been revised to allow Class "F" licensed drivers to operate privately owned vans which previously required an "F" licence.

However, drivers will still require a Class F licence to operate vans used for commercial vehicles, carpool vehicles, ambulances with a seating capacity of 11 passengers, exclusive of the driver.

Rehabilitation at Madeira House . . .

One night two years ago, Adam Smith killed a 10-year-old boy because he was driving while drunk. It's a night he relives over and over and the burden will remain with him as long as he lives.

Some would have little sympathy for Adam, preferring that he was locked up and the key thrown away.

For the last 12 months, a pilot program at Toronto's Madeira House has attempted to help Adam, and others like him, all convicted of drinking and driving offences.

The aim is to reduce the incidence of drinking and driving by counselling and educating the offenders.

Madiera House is a rambling former half-way house near the Lakeshore where selected persons serving terms for impaired driving at the Mimico Correctional Centre spend the last four to six weeks of their sentences.

About 16 men (all of the 73 who have gone through the program have been male) at a time live there, going to work during the day and returning in the evening for intensive group counselling and presentations from concerned people in the community. More than 60 per cent have been treated for alcohol abuse.

"We can't treat a man in isolation," explains Ramsay Kane, Madeira House director which delivers the program under contract with the Ministry of Correctional Services.

To be eligible for the program, the men must be willing, must seek and maintain employment and have the support and participation of family members.

Although it's still early to evaluate the program's effectiveness, there is some evidence it's working.

In a follow-up study, done on a group of participants six months after they left the program, 89 per cent hadn't been charged with impaired driving again.

Most participants had had two previous drinking and driving convictions before coming to Madeira House. Their average sentence was six months.

After leaving Madeira House, the men are free, but many voluntarily continue to participate in the program.

Smith, for instance, vowed to devote part of his life to telling young people about the devastation drinking and driving can wreak.

Last April, he told a spellbound high school audience about the night he killed a 10-year-old boy. Still wracked with remorse, the 46-year-old delivery



Intense guilt and remorse is common among drunk driving offenders.

driver spoke from behind a curtain to disguise his identity.

"I want you to know, it's not a very good feeling to walk down the street and face the public after you've committed a crime like I did."

Describing the accident in a halting voice, Smith said: "I knew I had injured one of the boys. I jumped out, and knelt down and held him in my arms. I kissed him but he wouldn't answer me and everyone was screaming, so I guess I panicked. I just left and went home to my basement apartment and sat on the bed and prayed for that boy."

"But five days later, he died," said Adam, crying.

**I am sober
I like being sober
It makes me happy with
myself and my actions
I care about myself
And I care about you
I like being sober**

This poem is on the living room mantel in Madeira House.

Intense guilt is common among such offenders who span all ages and strata of society.

Members of the citizen's group ADD (Against Drunk Driving) have been work-

ing with Madeira House and the results, says Kane, are often cathartic for both the offenders and the victims' relatives after "arranged" meetings.

"Adam Smith was talking with a woman whose son had been killed by a drunk driver and they both ended up bawling their eyes out. Forty other people in the room witnessed that and it really leaves an impact," reported Kane.

But there's rarely any hostility between injured victims and offenders, says Kane, pointing out the healing aspects of the encounters.

An important element is exploding the myths most of the offenders believe about drinking and driving. Says Kane: "One guy would say, 'I drive better when I'm drinking — I'm more relaxed' — yet he had been stopped 12 times and he still didn't realize how drinking affected his driving."

To this end, MTC's Ed Blake, administrator high school driver education, made presentations on rules of the road and safe driving practices, often showing ministry produced films.

Response was encouraging and discussion showed that very few were aware of what good driving is all about.

Now that the first year is completed, Kane is optimistic about the program's continuation. An outreach group, composed of wives and female victims of drunk drivers, has been organized and some of the program's participants are involved in fund-raising ventures in the community.

Madiera House is a non-profit treatment centre, which receives funding from both public and private sources.



Each year, a careless moment turns an everyday activity into a nightmare for thousands of Canadians.

For some, it's a relatively short nightmare: a sore back resulting from the lifting of excessive weight; a broken leg after an unexpected fall; or minor concussion precipitated by a headfirst collision at home plate. But for others, an estimated three per day, it's the tragic and dream-shattering nightmare of spinal cord injury.

Frequently, it's the automobile driver who was trying to make it home in record time or the motorcyclist who swerved into a lane of oncoming traffic.

Though the spinal column is not damaged easily, there are literally hundreds of ways to sustain a paralyzing spinal cord injury. The regrettable fact is that danger can be minimized merely by exercising caution during daily activities.

If there's one common denominator in accidents that result in paraplegia or quadriplegia, it's that the victims are usually thrown out of control and, on impact with an object, his or her momentum places tremendous force on the spinal column.

Frequently, the back bears the full impact. Often, it's a headfirst fall that causes the upper cervical vertebrae to be compressed or crushed by the body's continuing momentum.

Because the body is generally out of control during such mishaps and the victim is seldom able to take evasive action or cushion the blow, the most effective means of preventing serious injury is by minimizing hazardous risks through awareness of potential dangers.

Though motor vehicle accidents accounted for a startling 46 per cent of last year's reported spinal cord injuries, it

A careless moment

would be ludicrous to suggest that all Canadians abandon their automobiles. Indeed, their numbers increase each year, as do the accidents that disable or take lives.

In addition to learning to drive properly, driving defensively, observing speed limits and avoiding the excessive use of alcoholic beverages, the most effective means of escaping serious injury is the use of seat belts for both driver and passengers.

The passenger compartment is rarely damaged significantly during an automobile accident. When it does occur, it's generally the result of the "human collision". The car comes to an abrupt halt — the momentum compressing the front end — while its occupants are propelled forward until they strike an object such as the windshield or other solid components in the interior.

Unbelted occupants — thrown from the vehicle — are also at great risk of

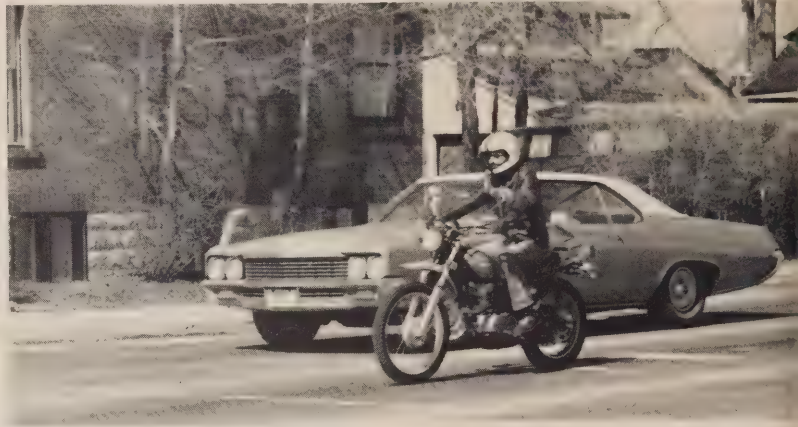
To minimize risk, the first step should be to enrol in a recognized safety course because, for the most part, the bikes are bigger and faster. Furthermore it's the inexperienced riders who are at greatest risk of losing control of their vehicles.

What is the nature of a spinal cord injury?

The spinal cord is a bundle of nerve extending from the brain to the lower back. This bundle is soft, flexible and generally round in shape. It's about as thick as your middle finger.

The spinal cord is in many ways, like a major power line which connects the power station with the lights in your home. If that line is cut, the lights do not work.

If the spinal cord is cut, parts of the body below the injury are separated from their connections with the brain. It may be that the spinal cord is not cut entirely, so that only part of the strength and sensation below the injury is lost.



Without the protective metal of a car, the motorcycle driver and passenger are vulnerable to serious injury if involved in an accident.

suffering spinal cord injuries.

Certainly, there are isolated incidents where seat belts have trapped individuals in their passenger compartment and there are those who contend that seat belt use has resulted in unwarranted internal injuries. These instances are infrequent, however, and they don't outweigh the potential risk of spinal cord injury.

With an increased number of motorcycles on the road today, there is a greater likelihood of death or disabling injury. Last year, motorcycle accidents accounted for eight per cent of all spinal cord injury cases referred to the Canadian Paraplegic Association (CPA).

The spinal cord lies within a canal that passes through the bones of the back (vertebrae), which shield and protect the cord from the jolts of everyday living.

The vertebrae are separated by tough cushions, the intervertebral discs. Nerves, called roots, leave each side of the spinal cord between the 24 vertebrae, some controlling the movement of muscles while others carry sensation from the skin.

When the cord is cut or damaged, the roots below the injury no longer carry messages to or from the brain as nerve impulses cannot cross the injured section of the spinal cord.

A masterpiece of architecture and

instant but last a lifetime."

can shatter a dream

engineering, the spinal column is both resilient and flexible. It isn't injured easily, but when damage to the cord occurs, the result is paralysis. This paralysis is usually permanent, although it may be incomplete, depending on the location of the injury, its severity and the actual extent of the damage done.

Injury to the spinal cord is, at this moment, incurable because nerve tissue does not seem to regenerate spontaneously, as do most other tissues. It may grow together, but rarely if ever, is its function restored.

The causes of spinal cord injury are many, but they divide into two general groups: disease and trauma. The great majority of injuries, however, are the result of trauma. Some major causes of traumatic spinal cord injury are car and motorcycle crashes, falls, injuries in industry and sports among others.

It's the traumatic spinal cord injuries which can often be prevented by exercising sensible caution when driving a car, riding a motorcycle, diving into a lake or backyard pool, participating in contact sports or conducting routine home or cottage repairs. Such injuries are a leading cause of permanent disability, particularly among young adults between 16 and 30 years of age.

Traumatic damage to the spinal cord usually results from the fracture or dislocation of a vertebra which pinches,

crushes, ruptures or severs the cord. In addition to such immediate injury, nerve tissue produces self-destructive toxins at the site of injury. This is a degenerative process which also affects healthy nerve tissue on either side of the injury. Add to this other complications such as internal swelling, hemorrhaging and lowered blood pressure and you have the components of a major physical tragedy.

The long-term effects of such injuries vary according to the level and nature of the injuries. Injury to the spine in the area of the neck (cervical level) usually result in quadriplegia so that both upper and lower extremities are affected with respect to both motion and sensation. A lower injury usually results in paraplegia so the trunk and lower extremities are affected in varying degrees.

Among the long-term complications experienced by most paraplegics and quadriplegics are urinary tract disorders, bowel dysfunction, susceptibility to pressure sores where sensation has been lost, spasticity, muscular atrophy, osteoporosis, respiratory and circulatory complications and sexual dysfunction.

It should be remembered that these physical complications are usually accompanied by serious psychological, social, vocational and economic crises. The struggle to regain a productive and meaningful life can take many years of concerted effort.



Upper left: John's life changed drastically when he took a curve too quickly on his motorcycle and broke his neck when he fell off. He's now a quadriplegic.

Above: Bill had it made . . . wonderful family, new home, recent promotion and oh yes, he even found time for squash twice a week.

Much of that changed the day his car was involved in an accident and he broke his back. Yes, he had forgotten to fasten his seat belt. As a paraplegic, Bill's learning to cope with his paralysis and the changes it brought about in his life.

The CPA, a voluntary agency, speaks and acts on behalf of 20,000 paraplegics and quadriplegics. And their effort to inform the public of disabling spinal cord injuries is a continuing one.

Managing director Michael Ryan explains, "In 1953, CPA served 415 clients; today, we serve more than 13,500. Then, the yearly total of new injuries was much lower; now, three healthy Canadians per day become paraplegic or quadriplegic."

"Few of us consider this ever-present danger that may result in irreparable damage to the spinal cord," he said. "Fewer still grasp the reality that spinal cord injury happens in an instant, but lasts a lifetime."

During its public information programs, the CPA strives to acquaint active Canadians with the devastating, life-altering consequences of spinal cord injury. It also seeks to publicize the hazardous situations that may result in irreparable damage to the spinal column and simple precautions that minimize the risk of injury.

From CPA prevention campaign material.



Seat belts can prevent someone from being thrown out of the vehicle and possibly suffering a spinal cord injury. The driver of this car survived without a scratch because he was wearing his seatbelt.

Plan your holiday trip

Summer's finally here.

It's been a long cold winter and most people are anxious to hit the roads on their holidays.

But, in order to get the best out of a safe trip, it should be planned carefully. This includes knowing where you're going, the route and how you're getting there.

If going by car, make sure it's roadworthy before starting out. There's nothing worse than being stranded.

So, have such things as the brakes checked, especially the emergency brakes, because you never know when you might need them. Check the steering mechanism for excessive slackness, unevenness, stiffness or binding in the steering lock.

Tires should be examined carefully for cuts, cracks, any obvious damage or wear and the proper pressure. Under-inflated tires can be a serious safety hazard.

Ensure all the lights are correctly adjusted and functioning. Check under the hood: oil, water, windshield washer and brake fluids and battery, all hoses for cracks or leaks and fan belts.

It's also important to check the exhaust system for any holes or cracks. Carbon monoxide poisoning is fatal.

And, if you're going to drive a car loaded with luggage — or towing a trailer — make sure the suspension is sound. If there are any wet marks around the shock absorbers, they're leaking fluid and need replacement.

Hauling a trailer can be tricky, so check it over carefully and load it properly. When the load is evenly spread — and it's hitched — the bottoms of both car and trailer should be about parallel with the ground. If too much weight is placed on the back of the car, it can result in steering and braking problems. And remember, then the front tires can hydroplane on wet pavement at speeds as low as 55 km/h or result in fishtailing, increasing the loss of control.

So, everything's ship shape. Well don't forget to carry some emergency items in case of a breakdown. Pack a flashlight with new batteries, spare fan belt, rubber water pipes for the radiator, set of spark plugs, tool kit, a jack and a tow rope. And, perhaps, some candies.

Okay, your car and trailer are ready for the trip. But are you? Remember, driving is a demanding task and you must be alert at all times. Don't drive when too tired and keep the two-second spacing rule in mind. Happy holidays!

Test your driving skills

Summer brings out the nomad in everyone and everything! People go for drives or long hikes and even wild animals take to the byways — and highways; meaning a country drive can become a nightmare should one of our four-legged friends bound suddenly into the roadway in front of us.

Would you know what to do?



Question:

What would you do?

(Put an "X" beside your response(s).)

With your eyes?

1. ☐ Look left ☐ Look right ☐ Look straight
☐ Look rear mirror ☐ Look side mirror

With your feet?

2. ☐ Increase gas ☐ Decrease gas ☐ Off gas
☐ Raise light beam ☐ Lower light beam
3. ☐ Slam brake ☐ Brake slowly ☐ Just touch brake
☐ Off brake ☐ Parking brake

With your hands?

4. ☐ Steer left ☐ Steer right ☐ Grip firmly
☐ Steer straight ☐ Swerve
5. ☐ Signal right ☐ Signal left ☐ Slow or stop
☐ Blow horn ☐ Lights on & off ☐ Lights off

See answers page 8

MTC's hazard removal program

There's always some new safety device or proposal under evaluation, according to manager of the traffic management and engineering office Milt Harmelink.

Sometimes it's a matter of definition as to whether they fall within the roadside hazard removal program, but these devices and proposals all relate to the improvement of highway safety, he says.

The program, initiated in 1969, was directed to improving highway design and operational features for greater safety. Although 80 per cent of accidents are related to driver error, roadway improvements can sometimes be made which will minimize the consequences of such accidents.

In accordance with driver characteristics and behaviour, MTC has undertaken the re-designing of interchange ramps, highway curves, installation of crash barriers and median barriers as well as guide rails.

Over the years, innovations such as truck climbing and passing lanes, left and right-turn lanes at intersections, paved highway shoulders and electronic "Speed too Fast" signs have also been built or installed.

Even today, a new IBC median barrier is under evaluation with a section installed on Highway 400 south of Sheppard Avenue. Office staff are also study-

ing another new barrier: the Thrie-Beam, an evolution of the Flex-Beam barrier now in common use.

"Another way we are going is *barrier delineation* on non-illuminated sections of highway," noted Harmelink. "This involves mounting yellow reflectors on the median barrier to make it more visible at night and under bad weather conditions."

In yet another area, MTC's traffic engineers are also taking a close look at high mast lighting—extra-tall luminaires with up to six high pressure sodium vapour lights on a top-mounted ring.

These can light a broader area of roadway; they are cost effective as fewer are required. In addition, they can be placed farther back from a roadway which is a safety plus.

Micro-electronics are also playing a greater role in modern highway safety, according to Harmelink. Traffic management systems, like the one installed on the QEW, which includes overhead message signs, TV monitoring and ramp metering, has helped reduce the accident rate by 20-25 per cent.

MTC has plans for installation of more sophisticated systems on the new Burlington Bay Skyway as well as the Toronto Bypass section of Highway 401. Traffic management systems ease traffic flow and speed up response to accidents

by emergency vehicles. And, by advising motorists of accidents ahead, further secondary accidents can be prevented.

Because of several separate, but spectacular multivehicle pile-ups last winter — for example, one on 401 near Bowmanville and another on QEW near Burlington, MTC traffic engineers are taking a look at whiteout conditions—and their possible solution.

"Our approach to snow whiteouts on freeway will probably fall into the realm of highway design, planting of vegetation and use of snowfences," said Harmelink. "But there's little warning in these types of instances."

In a related area, fog, MTC traffic engineers have initiated a study directed at finding an inexpensive device to detect fog conditions. It would be designed to activate warning signs. However, Harmelink pointed out that fog detectors would probably have only a localized application where there are recurring problems.

He emphasized that the two multivehicle pile-ups last winter were individual and singular incidents which were not a true reflection of the overall accident rate on these two freeways. In fact, there is a downward trend in multivehicle accidents.

SAFETY BRIEFS AROUND THE WORLD



JAPAN: Japanese car designers designed a car that can move almost sideways allowing it to be parked in a tight space. Manufacturers claim the four-wheel steering improves vehicle handling at all speeds. To get out of a tight parking spot, the driver just turns all four wheels and pulls away from the curb like a crab. And, if a driver has to make an evasive manoeuvre, the four-wheel system enables the driver to do it quickly and with ease. A production model could go on sale later this year.

* * *

U.S.A.: In Fairfax, Virginia, a woman convicted of reckless driving was ordered by a judge to view an autopsy as part of her punishment. The object was to make an indelible impression on the individual of the severe probable consequences of drinking and driving.

U.S.A.: An ordinance calling for use of retro-reflective material by people running or jogging on public streets and highways after dark has been adopted by Charlotte, North Carolina. Violation constitutes a misdemeanor punishable by a fine not to exceed \$50.

* * *

CANADA: Insurance certificates of \$10,000 will insure the lives of anyone wearing seat belts in all new cars and light trucks. They will be included at no cost with every new GM vehicle sold in Canada and the U.S.

* * *

U.S.A.: New Jersey motorists convicted of drunken driving last year will be fined \$1,000 when they receive registration renewals. And, the state is currently changing over from a two-year licence to a four-year photo driver licence.

FRANCE: In an effort to reduce its road death rate — the highest in Europe — the French Ministry of Transport has introduced a points system for drivers and the regular testing of vehicles. Drivers will be given a maximum number of points and each conviction will cost points leading to suspension of their licences.

* * *

CANADA: Fifty-one per cent of 1,276 students surveyed in five North York Ontario high schools selected the "scare" approach as the most effective way of getting the message across. They were asked to evaluate two drinking/driving posters and they picked the more dramatic one. The posters are part of the Insurance Bureau of Canada's three-year campaign against impaired driving.

Coming Events

JULY 3, 1984 — Driver education instructors course for teachers. Applicants must have Ontario Teacher's Certificate. Location York University Centre for Continuing Education, 4700 Keele St., Downsview, Ont. M3J 2R6, in co-operation with the Ministry of Education, MTC and York Region Board. For information call (416) 667-2502.

July 30, 1984 — Humber College basic driving instructor course, full time. For more information contact Al Neild (416) 439-8596.

August 14, 1984 — Humber College basic driving instructor course, parttime.

August 20, 1984 — The 10th International Forum on Traffic Records Systems at the Americana Dutch Resort Hotel, Lake Buena Vista, Florida. For information contact Ted Dudzik, Traffic Records Committee, National Safety Council, 444 North Michigan Avenue, Chicago, Illinois 60611, Tel: (312) 527-4800.

August 27, 1984 — Driving instructor licencing, Ontario Safety League. For information contact E. L. Moore, manager, traffic safety department, 82 Peter Street, Toronto M5V 2G5 (416) 593-2670.

September 17, 1984 — Humber College basic driving instructor course. Full time.

October 1, 1984 — Vehicle accident investigation course, Ontario Safety League.

October 15, 1984 — Humber College classroom instructor courses for professional driving schools — introduction to general instructional techniques.

October 22, 1984 — Humber College classroom instructor course for professional driving schools — developing and refining teaching skills.

October 29, 1984 — Techniques of instruction course, Ontario Safety League.

Survey ... cont'd from Page 1

this up through schools, displays in malls and periodic spotchecks.

"We want to constantly remind parents to buckle up their children in a moving vehicle. And, if they don't understand the law or how to use restraints, they should contact their local police or an MTC office in their immediate area," he added.

Staff writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

*Jeannine d'entremont
John Shragge*

Contributions or queries should be addressed to the editor.

Test your skills — answers

EYES

1. If you suddenly see a large animal on the road, glance in your rear-view mirror for any traffic behind you in case you have to make a sudden stop. And, look left and right in the event you have to swerve.

FEET

2. As soon as you see the animal, decrease your gas to prepare yourself for stopping or swerving around it.
3. If caught in an emergency situation and you must brake, the four-wheel lock technique in most cases will stop you in the shortest distance. Hit the brakes as hard as you can, locking up all four wheels, shifting to neutral IF using gears. Keep maximum pressure on the brake pedal until the vehicle comes to a complete stop. Should you abruptly change your mind and try to steer around it, release the brakes.

HANDS

4. If safe, you may decide to steer around the animal. But don't steer and brake at the same time.
5. Headlights blind animals, so if you encounter one in the middle of the road at night, shut off your light beams leaving only your parking lights on. Some animals stop dead in their tracks or even jump toward your lights when caught in a sudden glare.

A note of caution: Hitting a large animal such as a deer is like hitting a tree. So, do all you possibly can to avoid hitting it.

ontario traffic safety

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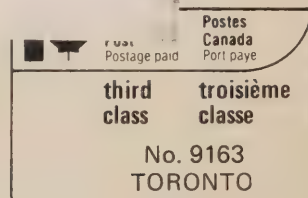
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ontario traffic safety



Ministry of
Transportation and
Communications

Ontario

TO
SAFELY

SEP 10 1984

FALL 1984

Child restraints misused

In one lifetime a person has more than 50-50 chance of being injured in a car accident.

Wearing a seat belt every trip can reduce that risk of injury by half.

MTC accepts the fact it's difficult to have a society where everyone obeys the law, yet if we could reach a goal of 100 per cent restraint use in Ontario it would be a most cost effective road safety measure — with a minimal cost outlay, maximum lives saved and injuries reduced.

Ontario is one of the few North American jurisdictions to implement mandatory restraint use for all vehicle occupants. Other jurisdictions are interested in our experience.

Seat belt usage rates, trends, etc., provide valuable feedback for the police in their education and enforcement programs and for health and child care professionals, providing individual counselling and education programs. They also benefit the approximately 90 volunteer programs in Ontario which rent over 6,000 infant seats annually.

To update MTC's understanding of the current seat belt usage rate, a province-wide survey was conducted in May. To make it comparable with previous surveys, the same time period was chosen with the same locations, duplicate questions asked and observation.

But to increase survey emphasis on the use of restraint for under five year-olds, locations were added where greater numbers of child passengers would be expected. Questions concerning use and problems with child safety seats were added.

Surveys conducted by Transport Canada in Ottawa, plus a sampling in Peel Region, indicated 70 to 80 per cent misuse of safety seats. This finding was also evident in 12 American states which used observers to look for errors. An analysis of MTC's survey will hopefully determine the reason for such misuse and make possible recommendations to try to increase proper restraint usage.

A preliminary observation of the material collected from MTC's survey

... (continued on page 8)



It's a snap

Lost your driver's licence and afraid someone else will try to use it? Well, there'll soon be no need to panic . . . unless you have a look alike.

Beginning Jan. 1, 1986 Ontario will be phasing in a new photo licence system.

After considerable study involving a look at other jurisdictions, it was felt this would help in making our roads safer and provide police with reliable means for proper identification.

Under the present system, police have no way of making sure a stopped driver is the holder of that particular licence.

In addition, photo driver licences will prevent experienced drivers from substituting for inexperienced drivers during driver exams.

The new licence will consist of two parts. One will show the driver's photo; the second contain information similar to that of existing licences. And, there'll be control numbers on each part to make sure they match up.

Once in place, the photo and document parts will be renewed as part of the three-year renewal cycle, or can be replaced if a person's name is changed. Camera equipment will be installed in Ministry driver examination centres and motor vehicle issuing agencies across the province. It will take three years to complete phase in the new system.

Ontario will join British Columbia, Alberta and Prince Edward Island, as well as 50 jurisdictions in the U.S. with similar systems.

New handbook for motorcyclists

Motorcycle injuries and deaths in Ontario are still too high.

In 1983, some 98 drivers and 19 passengers were killed. Sixty-six per cent of the drivers involved were young and experienced.

In an effort to reduce these tragic numbers, MTC has issued a new motorcycle driver's manual to go with a more comprehensive and tougher written test for drivers.

Transportation and Communications Minister James Snow says: "The new manual is designed to provide the novice biker with specific safe driving techniques related to motorcycles, such as handling dangerous surfaces, reacting to emergency situations, seeing and being seen.

"In the past, we have supplied new drivers with a manual that gave them

very basic driving information and our requirements to get a Class "R" or "M" driver's licence. Now, we hope all drivers who obtain a copy will keep it and refer to it again and again."

The new written test is based on the information contained in the manual. The questions deal specifically with motorcycle operation and control. And to answer correctly, every novice biker will have to read the manual thoroughly.

MTC is also promoting motorcycle safety courses. In all the ministry's driver examination centres, there are posters listing the courses available in each area. New bikers wishing to take a training course should check this list.

"It's my hope our efforts — promoting safety courses and providing bikers with good defensive driving information in the new manual — will reduce these accident rates," Snow concluded.

School bus laws amended

Driver's beware those flashing red lights on school buses . . . because this year they'll be more visible as a result of a recent amendment to the Highway Traffic Act.

Buses will now be permitted to activate their flashing red signal lights and stop arms while carrying passengers under the age of 18 for any sports or recreational purposes.

The HTA stipulates, however, that the vehicle to be used as a school bus must be operated by a licensed school bus driver.

"Two years ago, we extended the use of safety equipment on school buses to include the transportation of church youth groups," said Ontario Transportation and Communications Minister James Snow.

"Since the reaction to that move has

been positive, we decided all outings involving transportation of children — from recreational sports tournaments to community group picnics — be included in the Act.

"We believe this change will afford greater protection for youngsters getting on and off school buses used for most purposes other than those already covered under the HTA."

Previously, school buses were permitted to use their signal lights and stop arms while transporting children to and from school or on church excursions; or carrying mentally retarded adults to and from a training centre. The use of these safety devices for any other purpose was prohibited and the words "school bus" and "do not pass when signals flashing" had to be covered.

Drivers will be required to observe the same rules applying to all school buses: stop 20 meters behind a stationary school bus or upon meeting it when tra-



Drivers look out for flashing red lights year round.

velling on the opposite side of a highway not divided by a physical median.

Penalties for ignoring the safety warnings will remain the same: fines of \$100 to \$500 for a first offence or \$250 to \$1,000 for subsequent offences which also carry the threat of a jail term of up to six months.

Safe driving tips. . .

No one likes to hear sirens blaring. It usually means someone's life is threatened.

And the difference between life and death sometimes depends on how quickly emergency vehicles get where they have to go.

Drivers on our roads can make that difference. If they don't react quickly and clear the way, emergency vehicles lose precious time.

So, part of the driving task is to be alert at all times and anticipate emergency situations . . . meaning there's no time for daydreaming or listening to blaring music which blocks out all other sounds.

As soon as drivers hear sirens, bells or see flashing red lights mounted on a vehicle, it's important to react quickly and get out of the way. Not only is it the law, it's often a matter of life or death.

So, bring your vehicle to a stop as near as possible to the righthand side of the road and clear of any intersection, giving the emergency vehicles the right-of-way.

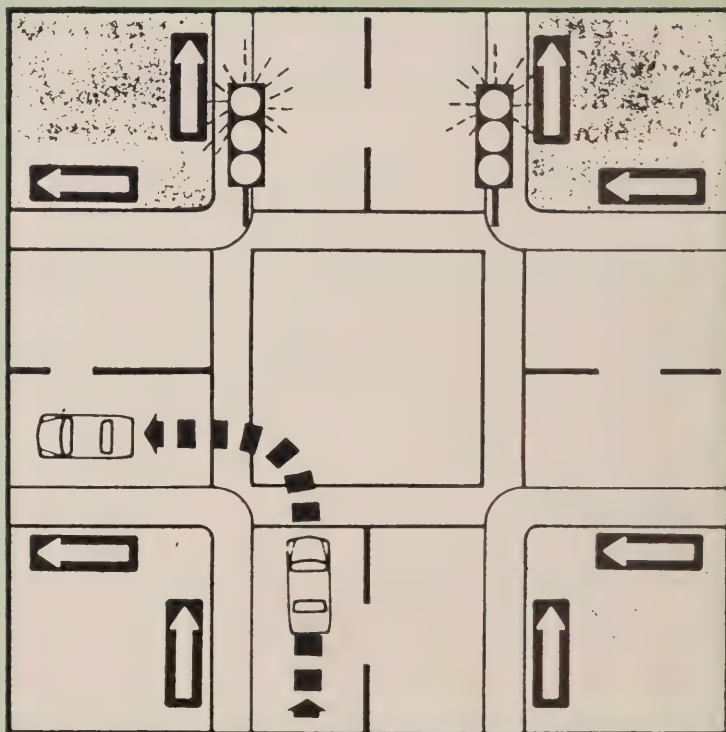
On a roadway with more than two traffic lanes and designated for the use of one-way traffic, bring your vehicle to a stop as near as possible to the nearest edge of the roadway.

Remember, too, it's against the law to follow responding fire department vehicles within 150 m (500 ft.).

So, be alert and stay out of the way of all emergency vehicles. You never know whose life you might be saving.

THIS IS THE LAW

Did you know that



A left turn may be made from a one-way street into a one-way street on a red signal, provided the vehicle is first brought to a full stop, and subject always to the right-of-way of pedestrians and other traffic.

The younger, the better. . .



Powell takes time to explain to this young driver the importance of obeying traffic laws.



Here the youngsters demonstrate their skills by manoeuvring an "S" curve.



The youngsters also learned how to park their vehicles. Looks easy enough!

It was an exciting day for the first graders from R. H. Cornish Public School in Port Perry. But it was no ordinary end of term school outing. The 24 youngsters had over the past three weeks been practicing in their miniature cars, perfecting their newly acquired safe driving skills.

The idea is the creation of John Powell, former Grand Prix race car driver and current Goodyear advanced training program course director, being held at Mosport, Bowmanville. And the program was just one type of training on display at the new school.

"Three weeks ago, we started with chaos. Now the children have regulated themselves," explains Powell. "This study wasn't correlated in a scientific manner, we just want to find out what happens when we put children in this type of traffic situation."

Powell's concept emerged from a genuine concern about "getting the driving message across to the public". Essentially, his instruction covers simple traffic laws, knowing the vehicle and knowing how to use it.

His son's split Grade 1 and 2 French immersion class was the first group to participate.

Three weeks ago, on the first in a series of three outings to the track area, the class rode in the miniature cars at a top speed of 5.6 km/h, without any regulations or traffic controls. Eventually, they realized the need for structuring and came up with their own signs and regulations.

Powell chose the particular children so he would be forced to speak French and avoid using complex English words and concepts that might impede their comprehension.

Learning the traffic signs in class, then actually making them, helped the kids remember their meaning. Powell believes simple explanation and practice is what any age group needs to develop the psycho-motor skills involved in driving a car. And he placed emphasis on familiarization with the vehicle to aid control skills.

By the time the six and seven-year-olds were ready for this third session, they were familiar with the names of the controls in French and English — as well as their functions.

"The children have become very critical of their peers when they disobey. When people don't observe the traffic lights on the track, they get really angry," observed Powell. "When they are driving with their parents and see a traffic light and people stop, they'll understand why it's important."

The program's development took approximately six months and an additional six were needed to acquire the 13 vehicles, build a Mosport site, buy traffic lights, obtain school buses and find an appropriate school group.

The course is equipped with nine mini-cars, three mini-scooters and one mini-police bike and ran throughout July and August on a daily basis, depending on the demand and the student groups available. By fall, it will be back in full swing and eventually give all Grade 1 students at R. H. Cornish a chance to participate.

In the future, Powell hopes to provide a program for older children, closer to the legal driving age. He is also striving to perfect the current children's program by producing a miniature car replica and creating a track with a self-contained traffic environment.

Built at quarter scale, the current track contains rules a genuine road has, but it isn't entirely authentic. Powell hopes to incorporate traffic tickets and other penalties for traffic violations into the completed track. Regulation lines, signs and traffic lights currently exist and must be obeyed.

At the end of the day's activities, the class presented Powell with a T-shirt inscribed "Drive Safely" and read him a letter of thanks for teaching them all they had learned in the past three weeks. They also promised not to forget the rules of the road.

That's a commitment to driver safety that John Powell won't let them forget!



MTC and M.O.R.E.

MTC News

Your driver's licence. When did you last look at it? Most of us get a new one every three years, sign it and put it away in a safe place in our wallets or purses.

Well, if you did that, you probably missed the very significant organ donor's consent form at the bottom.

It's very important. And if you agree with the organ transplant program, dig out that licence and sign it.

Because, for some, this seemingly insignificant piece of paper may mean the difference between life and death.

Since 1975, MTC has been involved in a program designed to "increase the availability of cadaveric organs for transplantation." Toward this end, the ministry has been working with a Toronto-based organization known as "M.O.R.E."

The "Metro Organ Retrieval and Exchange" team was established by Dr. Michael Robinette in 1976. Originally a one-man operation, today M.O.R.E. employs seven full-time staff members — under the direction of Dr. Robinette.

In an effort to increase public awareness of the desperate need for organs for transplantation, M.O.R.E. designated the third week in April "Organ Donor Awareness Week." This campaign was planned to coincide with others across Canada and the United States and, if successful, will become an annual event.

For the past eight weeks, MTC's Wayne Greer (licensing and control branch, operational policy office) has been co-ordinating the efforts of the ministry and M.O.R.E. He's optimistic

about the campaign's success and likes the rather "innovative approach" taken in advertising the program.

The ministry's support of organ donation involves both short and long-term promotion of the program. A two-month campaign will see bumper stickers placed on MTC vehicles and ads placed in TTC-operated public transit vehicles.

The bumper sticker captions read: SIGN UP FOR LIFE (accompanied by a picture of a driver's licence with a signed donor consent form attached), and; ADD TO YOUR CREDIT, BE AN ORGAN DONOR (including a picture of a series of credit cards together with an Ontario driver's licence and a signed credit card-styled consent form).

Over the next three years, MTC will place an information stuffer in every envelope containing a newly-issued or renewed driver's licence. As well, all driver examination centres will display posters designed to answer oft-asked questions and concerns about organ donation.

The goal of campaign organizers is to make the concept of organ donation less mysterious to the public. It's hoped familiarity will breed not contempt, but an understanding of the urgent need for organs to be used in transplants and for research.

One of M.O.R.E.'s primary objectives is to encourage discussions concerning organ donation. Difficulties arise when an individual signs a donor consent form unknown to family members. The problem lies in the fact that while a signed driver's licence is a legal document, the deceased's body belongs to the next-of-kin.

Confronted with an unexpected request to remove organs from the body of a loved one, a grieving family might understandably react with anger and outrage. At such an emotionally turbulent time, no one should be asked to make a hasty, uninformed decision.

Because of the sensitive nature of this subject, doctors and nurses are fre-

quently reluctant to mention it to surviving family members — in part to protect them from further anguish.

Anne Lake, a perfusionist (or organ retrieval technician) and three-year veteran of M.O.R.E. points out that by not asking about organ donation, these doctors and nurses, are, in effect, making an important decision for the family. And while these professionals mean well, they are denying the family a chance to see something worthwhile result from tragedy.

One organ donor can save the lives of two kidney patients; give sight to two blind people; give skin to a severely burned person; provide growth hormones for children affected with osteochondrodysplasia; supply a joint for someone crippled by arthritis, and give a heart, liver, bone or pair of lungs to others in need. And the list goes on.

For a patient who needs a heart, liver or lung transplant, such an operation is a last resort. It's a desperate attempt to cling to life — by someone who, in a probability, has only days to live.

Organ donation is a gift of life to someone in need; it's a final, selfless act of compassion and generosity on the part of the donor.

Psychologists have said some organs are more difficult to donate than others. Hearts and eyes, for instance, have acquired romantic and religious associations. Celebrated in song and verse, they are the most difficult to donate. Kidneys and livers, on the other hand, have moved few men to great thoughts or deeds, and are less difficult to part with.

With the exception of kidneys, which can be transplanted from living donors — all organs for transplantation and research come from cadaveric donors.

A cadaveric donor is one whose brain is dead, but whose heart is kept beating by a respirator. Time is of the essence for without brain function, bodily tissues and organs begin to break down. There is no hope for someone who suffers from

Success Story

After two and a half years on dialysis, MTC photographer John Jenkins decided a kidney transplant was in order. In November of 1981, he was placed on the waiting list for a kidney.

He was lucky. Within one month of being placed on the list, a suitable kidney was found. The operation took place in December and was a tremendous success. Jenkins left the hospital three weeks later and was back at work the following week — something he wasn't expected to do for 16 to 20 weeks.

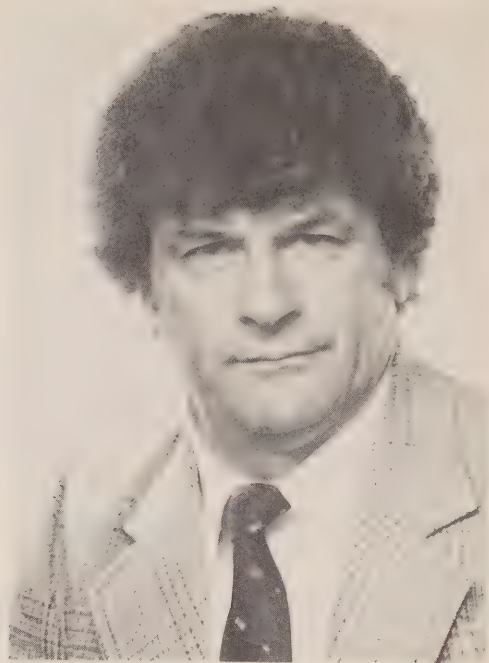
Today, Jenkins leads a normal active life and is free to travel whenever and wherever he wishes.

CONSENT UNDER THE HUMAN TISSUE GIFT ACT, 1971	
CHECK & APPROPRIATE CHOICES:	
I, <u>DAVID A. BARTLEY</u> HAVING ATTAINED THE	
AGE OF 18 YEARS, CONSENT TO THE USE AFTER MY DEATH OF	
I A <input checked="" type="checkbox"/> ANY NEEDED ORGANS OR PARTS OF MY BODY OR	
B <input type="checkbox"/> ONLY THE FOLLOWING ORGANS OR PARTS OF MY BODY	
FOR TRANSPLANT	
II C <input type="checkbox"/> MY WHOLE BODY BY A HIGHER LEARNING OR MEDICAL RESEARCH	
SIGNATURE OF DONOR <u>David Bartley</u> DATE <u>July 23/82</u>	

After you sign your consent form, be sure to discuss it fully with your family.



Dr. Michael Robinette



Wayne Greer

"brain death," and even with a respirator it's only a matter of days before the heart spontaneously stops beating.

Of the 60,000 people who die in Ontario in a year, only one or two per cent are eligible to become organ donors. Taking the lower of the two figures this means some 600 people could conceivably qualify as donors. Using kidneys as an example, it follows that this makes available 1,200 kidneys for transplantation.

The following chart demonstrates the potential number of kidneys available greatly surpasses the number required annually for kidney transplants:

At present, the number of kidney transplants performed in Ontario in a

individual, organ transplantation also benefits society. While dialysis costs \$44,000 per patient per year (paid by the province) transplantation costs \$25,000 per patient — once.

MTC has long been aware of the importance of organ donation for use in transplantation and research. For this reason it wholeheartedly supports the efforts of the M.O.R.E. program — and has offered to help educate the public whenever possible.

Through driver's licences, the ministry is connected to over five million Ontario residents . . . and most are potential organ donors.

Organ transplants are a natural extension of the age-old quest to prolong and

'Thank you for the gift of life'

Thank you.

I do not know who you are, but 10 years ago last April 4, you passed away. The details are not important, but what is, is that your death was not in vain.

In dying you gave to me, a total stranger, the most wonderful gift of all, the gift of life.

You gave me one of your kidneys. Something you no longer had any use for, was what I needed so desperately.

Because of you and your family's generosity I have enjoyed a very healthy normal life for the past 10 years.

In fact, four years after I received the transplant I gave birth to a healthy baby boy.

Even this happy little six year-old-boy, who is such a miracle, is here because of your gift.

So, today after 10 years of health and happiness my family and I have a lot to celebrate. But, somehow I can't think of that day without remembering that someone is grieving for you and feeling your loss.

If only they knew.

Thank you, for the very best 10 years of my life.

Catherine Bell
Pickering

year doesn't even cover the annual increase in new patients waiting for transplants.

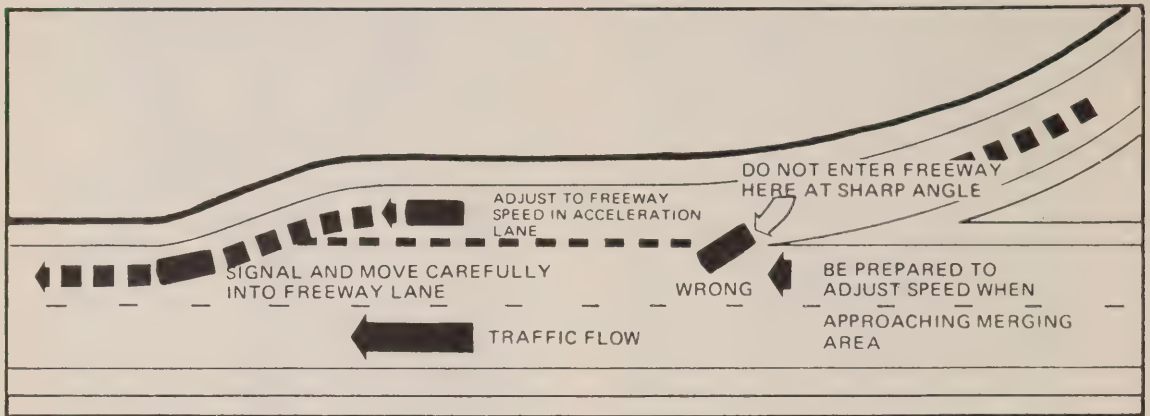
Apart from the obvious benefits to the

improve the quality of human life. Keeping this in mind, MTC is moving with the times for the benefit of those less fortunate.

	Number of Patients on Dialysis	Number Suitable for Transplant	Annual Number of New Patients on Dialysis	New Patients Suitable for Transplant	Annual Number of Transplants Performed
CANADA	3350	2500	1150	750	500
ONTARIO	1250	800	480	300	240

Test your driving skills

Freeway driving can be more demanding and difficult than normal driving on rural highways or city streets. One noticeable problem drivers encounter in freeway driving is entering and merging with the faster flow of traffic. Do you know how to enter a freeway safely?



Question: What would you do? (Put an "X" beside your response(s).)

With your eyes?

1. ☐ Look left ☐ Look right ☐ Look straight
☐ Look rear mirror ☐ Look side mirror

With your feet?

2. ☐ Increase gas ☐ Decrease gas ☐ Off gas
☐ Raise light beam ☐ Lower light beam
3. ☐ Slam brake ☐ Brake slowly ☐ Just touch brake
☐ Off brake ☐ Parking brake

With your hands?

4. ☐ Steer left ☐ Steer right ☐ Grip firmly
☐ Steer straight ☐ Swerve
5. ☐ Signal right ☐ Signal left ☐ Slow or stop
☐ Blow horn ☐ Lights on & off ☐ Lights off

See answers page 8

New H.T.A. amendments increase truck lengths

Recent amendments to the Highway Traffic Act included an increase in the overall length of combination vehicles, including the load, from 21 m to 23 m.

Following recommendations from The Dr. Robert Uffen Report (Ontario Commission on Truck Safety), this two-metre increase will allow truck-trailer combinations currently operating at 21 m with cab-over-engine tractors without loss of

carrying capacity.

The use of cab-behind-engine tractors provides more stability which, in turn, not only provides greater safety for other road users, but gives greater protection to the truck driver.

To ensure the increased length does not result in simply greater carrying capacity, combination vehicles must measure no more than 19 metres from

the back of the driver's compartment to the rearmost part of the combination unless the distance from the centre of the kingpin to the rear is 16.75 metres or less.

Amendments were also made to exempt ambulances from speed limits while responding to an emergency call or transporting a patient or injured person in an emergency situation.



'Officer Doria'

You've seen *The Incredible Shrinking Man* on the late movies. Well, now Dino Doria is bringing us *The Incredible Shrinking Police Officer*.

And his convincing performance is drawing rave reviews from wide-eyed five-year-olds in Toronto-area public schools.

Doria is one of two officers who put on an entertaining and educational skit called *The Smallest Policeman* as part of the Metro Toronto Police Department's traffic safety program.

He plays the head and feet of the diminutive Officer Dino, while Joe Gordon provides the arms. And it all adds up to a giant-sized barrel of laughs for kids and adults alike.

The inspiration for the 20-minute routine came from an officer from another municipality who had been putting on a similar performance for years and suggested it to Doria as a way to capture the imaginations of the small fry he visits on his regular rounds as a traffic safety officer. Doria took the idea to staff Sgt. Sam Evans, Safety Co-ordinator

Smallest policeman ?

for the Metro force, and Evans liked the idea so much, he helped build the props.

So far, at the dozen schools where they've taken their travelling show, the response has been enthusiastic.

"The kids seem to enjoy it," said Doria, a nine-year veteran of the force. "But the biggest laughs usually come from the adults."

Gordon, the behind-the-scenes member of the cast, precipitates the most hilarity with his comic antics as the audience is taken on a journey through a day in the life of Officer Dino.

The skit begins with Dino being awakened by his mother, usually played by a policewoman. But the fun begins as Dino attempts to shave, comb his hair, wash his face and eat his cereal before leaving for work.

Gordon delights in tugging at Doria's hair, slathering his face with shaving cream and sticking a spoon in his ear — much to the joy of his young audience.

During a recent performance at Courcellette Public School, the officers had students from junior kindergarten to Grade 8 laughing, clapping and joining in the act.

But there is a serious point to the routine, as well. Doria uses the opportunity to promote the children's trust in police officers and reinforce the basic safety principles he has taught throughout the year.

"The aim of this whole thing is to put us on the kids' level and show them the police officer is a human being," said Doria, a recent father himself. "It lets them know that he doesn't come out of a locker. He gets up and gets dressed like

everyone else.

"Once you get their attention, you give them short points to remember. It's a basic review of what we've taught in the classroom."

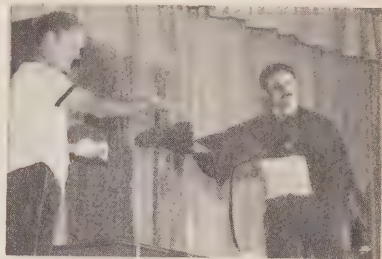
Doria and Gordon arrive about 20 minutes before the performance to set up their makeshift stage. Slowly, the lengths of copper pipe, rolls of masking tape and yards of blue fabric evolve into the backdrop for their skit.

But, once the lights go down, the hardest job belongs to Gordon. He's shielded from view behind the curtain and spends the entire time reaching around Doria. Only his arms are revealed to the audience until the end of the skit.

"It can get pretty hot back there," said Gordon who has been on the force 25 years and now has a son following in his footsteps. "But I get to have my fun with Dino."

Both officers are pleased with the reception they've been getting and intend to continue the program this fall.

It may not be Broadway, but the audiences sure appreciate their efforts.



The men behind the scene are Dino Doria (right) who takes all the beating and Joe Gordon (left) who dishes it out.

SAFETY BRIEFS AROUND THE WORLD



U.S.A.: Wisconsin received a Grand Award for outstanding achievement in the field of pedestrian safety at the 45th annual Pedestrian Protection Program of the American Automobile Association. Since 1979, Wisconsin's strong public information and education programs have reduced pedestrian deaths by 32 per cent, injuries by 22 per cent and rural pedestrian deaths by 43 per cent.

* * *

ENGLAND: A police officer investigating a traffic accident was faced with an unusual request. One of the drivers involved wanted to have his breath tested right away. He wanted to make it clear he hadn't been drinking before going into a pub to calm his nerves.

* * *

EGYPT: Anyone can get a driver's licence by simply identifying a picture of a stop sign and driving several yards in a parking lot.

CANADA: Toronto's Transit Commission operated over 141 million kilometres last year with only 3.11 accidents per 160,000 surface kilometres. This was an 11.6 per cent improvement over the previous year which was the Commission's best ever.

* * *

U.S.A.: New York became the first state with a mandatory seat belt law requiring drivers, front seat passengers and children under 10, regardless of seating position, to be properly restrained beginning Dec. 1, 1984.

Coming Events

October 15, 1984 - Motor fleet driver trainer course, Ontario Safety League. For information contact E. L. Moore, manager, traffic safety department, 82 Peter Street, Toronto, Ont. M5V 2G5 (416) 593-2670.

October 30, 1984 - Humber College basic driving instructor course, part-time. For more information contact Al Neild (416) 439-8596.

November 19, 1984 - DDC instructor development course, Ontario Safety League.

November 19, 1984 - Humber College basic driving instructor course, full time.

November 26, 1984 - Advanced techniques in fleet safety management, Ontario Safety League.

January 28, 1985 - Humber College basic driving instructor course, full time.

February 12, 1985 - Humber College basic driving instructor course, parttime.

Staff writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

Margaret Barcza

Barbara Maher

Contributions or queries should be addressed to the editor.

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Restraints misused

... cont'd from Page 1

reveals the same high misuse of child restraints.

Rick Davis, an Experience '84 student who is coding the data with MTC, says this great misuse of seats appears to be due to the fact parents either didn't think they were important to the safety of their children or simply didn't know how to use the seat properly.

"We also noticed such things as child restraints being just placed on the seat of the vehicle, or where a tether strap was needed, there either was none or it had been installed improperly," he said.

"In some cases, the children were just placed in the child safety seat which was properly secured, but with no harnesses done up."

Hopefully the survey provided the public with the opportunity to express their concerns and give an indication of the effectiveness of the public information campaigns.

The data will also be used to plan future initiatives, such as educational materials, special enforcement programs and public service announcements.

And, perhaps, it'll lead to changes for child safety seat manufacturers and Transport Canada which set the standards, with the aim of making seats easier for people to use correctly.

A statistical report outlining the survey findings should be ready some time in October, 1984.

Test your skills — answers

With your eyes?

1. While on the entrance ramp to a freeway, you should first look straight ahead anticipating your entry. Then as you approach the acceleration lane look over your left shoulder and check your side mirror to find an opening in the traffic.

With your feet?

2. In the acceleration lane, *increase* your gas to adjust to the speed of the freeway traffic.
3. Keep your foot OFF the brake. Never stop on an acceleration lane waiting for traffic to clear before you enter. Trying to enter a freeway from a stopped position is very dangerous.

With your hands?

4. Keep steering straight in the acceleration lane until you see an opening in the traffic and then steer gradually left into the flow.
5. Always let the other drivers know your intention by signalling. So signal left indicating you wish to enter the flow of traffic. Most drivers are courteous and will make room for you to enter.

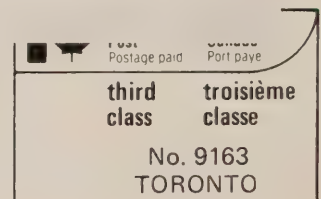
NOTE: It is important to adjust your speed to the traffic flow when entering a freeway. Never enter the flow at a slower speed. This can cause a serious accident. It is also aggravating to other drivers behind you trying to enter the flow.

ontario traffic safety

Published for those interested in traffic safety. Contents may be reprinted without reference to the Ministry of Transportation and Communications except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, MTC, 1201 Wilson Ave., Downsview, M3M 1J8:

Hon. James Snow, Minister
H.F. Gilbert, Deputy Minister

Terry Di Carlo
(6) 248-3501





Season's Greetings

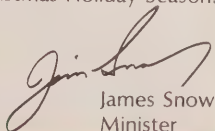
Christmas... a time of the year when our thoughts turn to peace and goodwill.

An extension of these thoughts when driving could bring a change in an area that badly needs goodwill.

For the victims of traffic accidents and their families, there is no spirit of Christmas happiness... only sadness and loss.

So, I urge you and every citizen of our province to exercise the utmost care and courtesy in traffic — whether you're a driver or a pedestrian. It could be your Christmas present to your family, friends and community.

On behalf of the Ontario Ministry of Transportation and Communications, I extend to you my sincere best wishes for a safe and happy Christmas Holiday Season.


James Snow
Minister

New inspection program for propane motor vehicles

Attention owners of propane-fuelled motor vehicles in Ontario.

Effective April 30, 1985 all propane vehicles must display a sticker indicating the fuel system complies with the prescribed safety standards. This applies to factory installed systems and after-market conversions.

Since propane conversions began, problems have become apparent such

as: The quality of conversion work, the existence of unregistered conversion shops and vehicle component problems, particularly with regard to hoses, connections and fittings.

Inspections will be done at any "Motor Vehicle Inspection Station" licensed to inspect propane fuel systems. These may also include propane conversion shops.

If the fuel system meets the required standards, an MTC propane motor vehicle inspection sticker will be affixed on the lower right-hand corner of the windshield (looking from the inside).

After April 30th, any person fuelling a propane vehicle without an inspection sticker is liable on conviction to a fine up to \$10,000 and/or up to one year in jail. And, anyone driving such a vehicle is liable to a fine of up to \$200.

Police officers and MTC vehicle inspectors have also been given the authority to remove license plates from vehicles that don't conform to the standards.

Snowmobile deaths up in '83-'84 season

The 1983-1984 winter season brought with it more ideal snow conditions for snowmobilers. It also resulted in increased accident statistics.

A total of 578 accidents were reported, representing a 61.5 per cent increase over the '82-'83 winter season.

Fatalities more than doubled, increasing to 24, compared to 11 the previous season. Injuries increased from 316 to 468.

And, while drinking/driving campaigns may be getting their point across to motorists, they aren't reaching snowmobilers.

Out of 22 drivers killed in off-highway and on-highway accidents, 15 were described as "ability impaired" or "had been drinking." And, this figure doesn't include six drivers who drowned, each of whom had alcohol in their systems.

These statistics can only reveal disrespect for the law and plain carelessness. Especially when one looks through the accident reports and finds about 20 per cent of all drivers involved in accidents weren't even licensed.

Winter is here again. Hopefully this year, snowmobile operators will exercise more caution and heed weather reports, ice conditions and drinking/driving campaigns.



**IF YOU DRINK,
DON'T DRIVE.**

Whiteout's . . . frightening and dangerous

The weekend. . . and you're finally on your way up the 400 to ski country. It's been snowing steadily for a few miles, but the plows and the sanders have kept ahead of it pretty well, and you've slowed to a safe speed. The farther north, the colder it gets. And the wind whipping across open fields seems stronger.

Suddenly, the tailights of the car in front disappear. You can't tell where it is. Nothing in the rear-view mirror either. It's as if you're trapped in a white cocoon.

Immediate reaction is panic. Do I stop? If I do, will the car behind see me in time? What's the guy in front doing? Can I pull off to the side? Is there a bridge coming up?

If you're lucky, the whiteout will be over before you have to answer these questions and everything will be back in focus.

If you're not. . . you could be another statistic in one of those 15 or 20 car pile-ups we hear about every winter because the whiteout is one of the major causes of chain-reaction accidents on our highways.

Joe Gruspier, head of the Ministry of Transportation and Communications earth and environment section in research and development, explained that the whiteout is just a special case of a bigger winter problem, snow drifting. And it only occurs under certain conditions.

These frightening and dangerous moments of blindness occur when powdery snow is blown by high winds in

below-freezing weather — sometimes for miles.

Ordinarily, it's carried by light to moderate winds six to 12 inches above the ground. You can observe this when driving along a highway — a kind of white haze skimming across the pavement in front of you. As the wind picks up, so does the height at which snow is carried, 40 inches or more. Then you're in the midst of a whiteout.

The worst highways for this condition, because of a combination of wind direction, trees and topography, are 400, 24, 26, 27 and 10. And Gruspier has some bad news for the motorists who use them: "There is really nothing that can be done to reduce this problem. You can't put anything up, you can't control it. It's just Mother Nature at her worst. The only sensible thing to do is close the highway down."

However, snow drifting with lesser winds can be controlled. And MTC's staff is getting better at it all the time.

Gruspier says wind can carry snow almost indefinitely — until it hits an obstruction causing turbulence and a reduction in the speed of the airflow. When this happens, the flakes fall to the ground, the principle behind the snow fences MTC sets up each fall.

Installing such fences is not as easy as throwing up something to stop the wind. Research has shown a solid barrier doesn't result in nearly as much fallout as one half solid, half open. That's why the four-foot wooden fences look the way they do, with so much space between the slats. When properly installed, they are a few inches off the ground, so the

wind can travel underneath. This moves the drift a few feet away from the fence, so it won't be covered up or pulled down.

However, fences may be used less in the future, thanks to a research study commissioned from the consulting firm of Morrison, Hershfield, Theakston and Rowan.

They put scale models of various highway sites into a water flume, a large tank through which the flow of water is controlled to simulate varying wind speeds. Fine silica sand, representing snow, is dropped into the waterflow, and carried across the models, giving accurate simulations of drift patterns.

A highway like 400 cuts through hundreds of little ridges of land, ranging from one to several meters in height, often in the middle of several miles of fields. Up until now, these "cuts" have been sloped down to the highway at a ratio of 2:1 — that is, for every two metres the slope travels it drops one metre in height.

When land drops away that quickly, it acts in the same way as a snow fence, creating a turbulence in the flow of air so snow tends to fall out — often on the roadway.

The consultants confirmed a theory that the MTC Stratford district office has been applying for several years.

Gruspier explained: "If the backslope is flattened to a 6:1 ratio, the snow drifting along the ground will follow a change in the grade from the flat to the slope without creating turbulence and having the snow fall out.

"So, in effect, the snow follows the ground contours across the fields, comes to the highway right-of-way where the 6:1 slope is placed and follows that slope towards the ditch, up the side of the embankment and right across the highway without accumulating on its surface. It's sort of an aerodynamic design."

In some locations, snow fences and trees originally set up or planted to prevent drifting actually contribute to it. Removing them and streamlining slopes may be a much better solution. It's already proven effective on Hwy. 24 north of Shelburne, where drifts were reduced by as much as 75 per cent, and the Provincial Highways Program Planning Committee has approved the procedure in principle for trial on Hwy. 400.

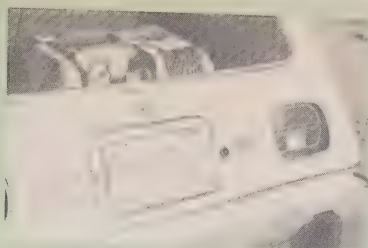
So, while those trips to ski country may still be slowed down by the occasional whiteout-closed highway, new snow fences and gently sloping hills may soon make some of the worst winter maintenance problems just drift away.



A whiteout can begin as a kind of white haze skimming across the pavement.

THIS IS THE LAW

Did you know that



Numbered license plates on all motor vehicles must be kept free from dirt and obstruction. And, in winter months, this means snow. They should also be attached so the numbers are plainly visible at all times. The view should not be obscured or obstructed by spare tires, bumper bars, or any part of the vehicle, attachments or the load.

Safe driving tips. . .

Winter weather puts extra demands on you, as a driver. Here are some tips on how to cope with different winter road conditions.

Ice: As weather conditions change, so do road conditions. Be especially wary of shaded areas, bridges and overpasses. These sections freeze first and stay frozen long after the sun has come up.

Black ice: The road ahead may appear to be black and shiny asphalt, but it could be covered with a thin layer of ice. Generally, in winter, asphalt has a grey-white colour. So, if you do see "black ice" ahead, slow down, be ready to de-clutch or shift to neutral and, if you must brake. . . *do so smoothly and gently.*

Hard-packed snow: This can be as slippery as ice. It can also be rutted. . . full of hard tracks and little gullies. However, the colder it is, the better traction your car has on hard-packed snow. But as the snow warms up, it becomes more slippery. *Slow down, drive relaxed* and avoid abrupt steering, braking or acceleration that could cause a skid.

Deep snow: This gives you fairly good traction if your car is equipped with snow tires. However, the added drag can actually cause the engine to labour and overheat. So, keep an eye on the temperature gauge.

Wet roads: It can rain in winter, and wet roads can be just as treacherous as icy roads. Rain acts as a lubricant, making road surfaces very slippery, especially as the first drops fall. So, slow down and put your headlights on.

As rainfall increases, tires have a difficult job of maintaining contact with the road. If you're going too fast, the tires may start to ride on top of the water — just like a water ski. This is called "aquaplaning or hydroplaning". And when a vehicle aquaplanes, you can lose control. Therefore, reduce your speed and be sure you have good tires with lots of tread.

Wet snow: It can build up slush in the wheel wells of your car, and actually restrict your ability to steer or manoeuvre. It's a good idea to clear out the wheel wells periodically, perhaps when you stop for gas.

Up-to-date road information

Planning a road trip this winter? Well if the weather looks unpredictable, check road conditions first by contacting one of MTC's Winter Road Information Centres. They officially went into service on November 19 at ministry offices throughout the province.

The public can get up-to-date information on the condition of all provincial and secondary highways 24-hours-a-day, seven days-a-week during the winter months.

Information on winter road conditions in Ontario may be obtained around-the-clock by telephoning the road information numbers listed below.

Amherstburg.	(519) 253-3536	New Liskeard.	(705) 647-8104
Ayr.	(519) 743-2621	Niagara Falls.	(416) 682-6641
Baden.	(519) 743-2621	Niagara-on-the Lake.	(416) 682-6641
Bancroft.	(613) 332-3621	North Bay.	(705) 474-0044
Barrie.	(705) 835-3014	Omeme.	(705) 277-3333
Beamsville.	(416) 682-6641	Orillia.	(705) 835-3014
Belle River.	(519) 253-3536	Oro.	(705) 835-3014
Bethany.	(705) 277-3333	Ottawa.	(613) 745-7049
Blackstock.	(705) 277-3333	Owen Sound.	(519) 376-9683
Breslau.	(519) 743-2621	Pelham.	(416) 682-6641
Bridgen.	(519) 542-7718	Peterborough.	(705) 277-3333
Bright's Grove.	(519) 542-7718	Petrolia.	(519) 542-7718
Chatham.	(519) 354-7504	Plattsville.	(519) 743-2621
Cochrane.	(705) 272-5775	Pleasant Park.	(519) 253-3536
Coldwater.	(705) 835-3014	Port Hope.	(416) 885-6351
Corunna.	(519) 542-7718	Port McNicoll.	(705) 835-3014
Courtright.	(519) 542-7718	Port Robinson.	(416) 682-6641
Imira.	(519) 743-2621	Preston.	(519) 743-2621
Imvale.	(705) 835-3014	Sarnia.	(519) 542-7718
Meriville.	(519) 253-3536	St. Catharines.	(416) 682-6641
Essex.	(519) 253-3536	St. Clements.	(519) 743-2621
Hamilton.	(416) 639-2427	St. Jacobs.	(519) 743-2621
Hespeler.	(519) 743-2621	Sault Ste. Marie.	(705) 256-2855
Huntsville.	(705) 789-4483	Stoney Point.	(519) 253-3536
Kenora.	(807) 548-5910	Stratford.	(519) 271-8321
Kingston.	(613) 544-2523	Sudbury.	(705) 522-0388
Kitchener.	(519) 743-2621	Techumseh.	(519) 253-3536
LaSalle.	(519) 253-3536	Thorold.	(416) 682-6641
Lindsay.	(705) 277-3333	Thunder Bay.	(807) 475-4251
Linwood.	(519) 743-2621	Toronto.	(416) 248-3561
London.	(519) 681-2047	Victoria Harbour.	(705) 835-3014
Madison.	(519) 253-3536	Vineland.	(416) 682-6641
McGregor.	(519) 253-3536	Waubushene.	(705) 835-3014
Midland.	(705) 835-3014	Wellesley.	(519) 743-2621
Moosonee.	(705) 835-3014	Windsor.	(519) 253-3536
New Dundee.	(519) 743-2621	Woodslee.	(519) 253-3536
New Hamburg.	(519) 743-2621	Wyoming.	(519) 542-7718

What Ont about drink

The Beaches

On the Go-Together

It's a little town in a big city, hunkered down on the shores of Lake Ontario with its mix of old-world elegance, post-war cottages and art nouveau storefronts.

It's called the Beach by its residents, the Beaches by outsiders and the East End by boundary purists. However you want to label it, this section of Toronto is a place to watch during November and December.

November 1 was scheduled as the kick off for the largest community drinking-driving effort ever staged in Ontario. When residents woke up that morning they couldn't be able to miss the changes which had been in the planning stages all summer.

New drinking-driving signs were posted at main entrances into the Beach core. Gas stations, displayed Ministry of

Floody made another arrangement with East End Taxi (1980) to give tipsy customers a \$2.50 chit towards their cab ride home for the evening if they agree to leave their car in his parking lot. Now, other cab companies are interested in the program and are offering additional donations to any restaurant or bar wishing to expand the program.

Coasters in the Grover Exchange, Floody's pub, read: Do A Number On Drinking and Driving: Call East End. Patrons of dubious sobriety who order another drink will find a coffee arriving at their table — free of charge — along with a cab chit.

While Floody contacted other bar and restaurant owners in the area to generate support, Jakobek diligently canvassed the neighbourhood to enlist the support of school principals, gasoline station owners and citizens. He also talked city officials into erecting street signs free of charge. The local Lions Club also donated money towards the effort.

"We started organizing during the

Ideas for action

Drinking-driving resource library established at city hall — Peterborough.

Mall and sidewalk displays on drinking-driving information — Lion's Head, Sudbury, St. Catharines, Toronto.

Best non-alcoholic drink contest held for local hoteliers — Hamilton.

**THIS CAR DOESN'T
RUN ON ALCOHOL.**



**IF YOU DRINK,
DON'T DRIVE.**

© Ministry of the Attorney General

the Attorney General posters in windows and on pumps, and handed out bumper stickers with the following message: "This Car Doesn't Run on Alcohol — If You Drink, **Don't** Drive."

Local merchants on main streets — whether in butcher, bakery or hardware stores — had been visited by volunteers who asked that posters be displayed in a prominent spot by the morning of November 1.

Local bar and restaurant owners agreed to use coasters carrying a drinking-driving message: "Here's To Your Good Health — If you Drink, **Don't** Drive."

Students at the elementary, junior high and high school levels were given special drinking-driving awareness classes, put together by local school trustee Dorothy Ottaway and Toronto Board of Education staffer Gloria Torrence.

This and more has been brought to Beach residents through the efforts and energy of local Alderman Tom Jakobek and neighbourhood pub owner Brian Floody.

They began last Christmas to try and raise drinking-driving awareness in their community. This year they are going even further.

summer so that everything would be ready by Nov. 1," says Jakobek. "The enthusiasm and support in this neighbourhood is just incredible. Bar owners would leave their business at night to attend meetings and those who could not, sent representatives."

The Ministry of the Attorney General's Drinking/Driving Countermeasures Office became involved during the summer planning and, with the help of its advertising agency, came up with designs for the various materials required. Staff sat in on meetings with local merchants to assist in overcoming such problems as the size of the posters, which have now been reduced to a more workable size.

All the materials designed for the Beach program are available as camera-ready art to any community which wants them for printing and distribution.

"I think this is a program that can work in any community," says Alderman Jakobek. "Every small town or even the small-town areas that exist in larger communities have bars, schools and storeowners. I hope other groups look at what we are doing and run with the idea. My bet is we are going to have a large impact on the drinking drivers of our area."

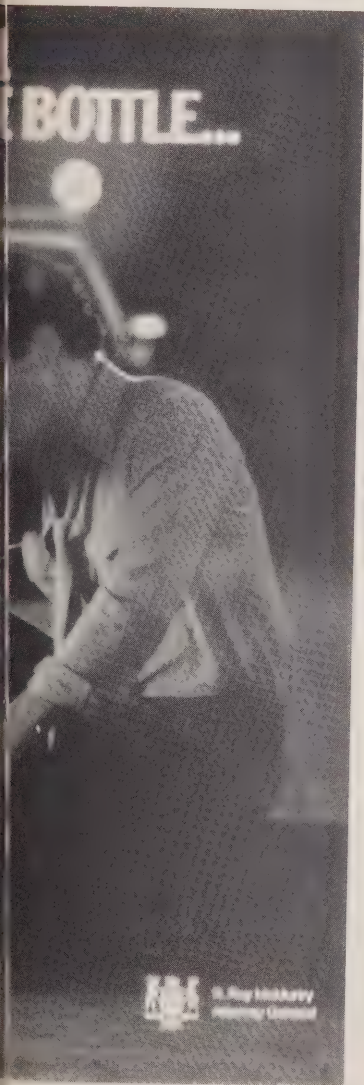


o is doing and driving

One-day drinking-driving awareness conference held — Ottawa, Smiths Falls, Sudbury.

Drinking-driving replica used as float in local parade — East York.

University students organize drinking-driving awareness materials for distribution before and during Oktoberfest festivities — Waterloo.



Parents and students participated in week-long road-safety week with emphasis on drinking and driving — Flamborough Township.

High school students organize one-day awareness program including the appearance of a convicted impaired driver who killed a young boy. — Don Bosco Secondary School, Etobicoke.

Dinner reservations now include taxi pick up and drop off at a restaurant on the outskirts of town — Peterborough.

Kinsmen Club has arranged with local cab company to pay the fare home of any member who finds himself intoxicated and in possession of a car — Peterborough.

Communities who deem themselves too small, join forces with other centres to form drinking-driving committees — Leeds, Lanark and Grenville.

Parent/child contracts originated by S.A.D.D. (Students Against Drunk Driving) initiated by university students — London.

Service clubs, in co-operation with local police, sponsor breath-testing opportunities for members — Ottawa, Peterborough, Sudbury.

Part of Neighbourhood Watch meetings used to promote drinking-driving awareness — Toronto.

High Schools and universities approached to organize transportation pooling for events such as graduation — Brockville, Ottawa.

Local industry and labour groups approached to establish in-house drinking-driving programs — Kingston, Sudbury.

Diamond Taxi includes drinking-driving message on all radio ads run during World Series and promotes drinking-driving countermeasure efforts in its newsletter — Toronto.



Good Host

There are lots of ways to be a good host. One of them is to provide an alternative to alcohol for guests who don't drink at all or who don't want to drink that night because they are driving.

But the best of intentions can often go by the wayside particularly during a festive season such as Christmas when temptation is high and the opportunities to join in celebration come more frequently.

We invite your suggestions on things hosts and hostesses can do to help everyone have a fun safe evening.

Courtesy of the Hamilton Automobile Club, we are offering these two non-alcoholic drink recipes — ideal for the Christmas season.

HOLIDAY PUNCH

2 cups brown sugar
1 cup water
2 lemons, peel & juice
2 cups orange juice
2 packages frozen strawberries
6 qt. bottles club soda, chilled

Combine sugar, lemon peel (cut into thin strips) and orange juice. Simmer for 10 minutes. Allow to cool, remove and discard peel. Combine strawberries (reserving a few for garnish) and lemon juice, putting through sieve or food mill. Combine with cooked syrup and store in refrigerator. When thoroughly chilled, pour into punch bowl over ice cubes. Add soda. Garnish with whole strawberries. Make 40 cups.

CRANBERRY NOG

An attractive and delightful change from egg nog.

2 cups (1 pint) cranberry juice
2 cups light cream
1 cup honey

Chill juice and cream thoroughly, combine ingredients in bowl or blender, beating well. Serve over ice.

Hi-tech highways

Imagine how much simpler life would be for drivers if they knew what lay ahead. If, for instance, they could detour before they got stuck in bumper to bumper traffic.

Well, it may seem too good to be true. But the days of helpless motorists caught on a highway "parking lot" are numbered. And they won't need ESP, because message signs will warn drivers of trouble ahead, and suggest alternate routes.

In fact, the system already exists on the QEW through Mississauga and it's so successful it will be installed on the notoriously busy Highway 401 across Metro Toronto.

The \$19-million Freeway Traffic Management System (FTMS) will make use of the most modern equipment available to monitor traffic conditions. It will locate traffic jams and allow operators to alert and re-route motorists while directing police and other emergency personnel to the scene.

To do this, FTMS will employ remotely controlled closed circuit television cameras, electronic vehicle detectors, changeable message signs and lane control signs placed strategically along the highway. These elements will be connected via a fibre optics communica-

tions network to the Downsview control centre.

In turn, the control centre computer will be connected to MTC maintenance operations, the OPP detachment (at Keele and the 401), the Metro Traffic Control Centre and participating media representatives.

The system is designed to serve a four-fold purpose:

- maximize the person and goods movement capability of the highway;
- minimize the number and severity of traffic accidents;
- reduce fuel consumption, and,
- improve the ability of MTC and other agencies to monitor and respond to traffic incidents.

For years, highways have been forced to handle ever-increasing volumes of traffic. It's a situation likely to get worse. The tremendous cost notwithstanding, it's impossible to widen many major highways because the existing roadway has already assumed the entire right of way. In short, there's no room to expand.

Enter FTMS.

In 1975, a pilot project was installed on the QEW extending from Southdown Rd. to Highway 10 and later expanded from Royal Windsor Drive to Cawthra Road. MTC's Mike Delsey commented:



Changeable message signs warn motorists

"Since we installed the system, vehicle speed increased by 45 per cent and we had a 20 per cent drop in accidents during the morning rush hour period in that area."

This success, coupled with rewarding results on highways in Europe and the U.S. prompted MTC to design a system for the twinning of the Burlington bridge.

The most ambitious project, however, is the extensive system planned for the 401 bypass. Slated for completion in the late '80's, the first phase will cover the 26 km stretch between 427 and 404 (Don Valley Parkway). Work on the second phase may begin in the early 1990's, extending the FTMS west to Winston Churchill Blvd. in Mississauga and east to Brock Rd. in Pickering.

Because of the projected increase in highway traffic volumes, transportation officials would eventually like to see the

SAFETY BRIEFS AROUND THE WORLD



Germany: An illegally parked tourist in Munich found an unusual parking ticket on his rented car.

Printed in several languages, it read:

Dear Guest: the City of Munich, famous for hospitality. . . is happy to welcome you among its many visitors.

Unfortunately, you have violated one of our necessary parking regulations. We are sure that you, as a guest, are not aware of this violation. So no ticket is issued. To help us regulate traffic. . . we ask you to observe parking regulations in the future.

We extend to you our wishes for an enjoyable and pleasant stay in our beautiful city.

Hawaii: In an effort to reduce traffic congestion, state officials are considering a proposal to charge Oahu motorists 10 cents a mile for driving during the rush hour. Electronic equipment at the island's most-congested locations would monitor drivers' accounts — billing them on a monthly basis.

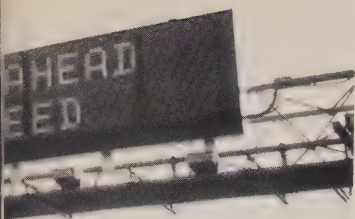
* * *

Moscow: Soviet inventors have built a car which walks on steel legs for use in rugged, isolated areas of the country. Using ordinary wheels on paved roads, the car's hydraulic legs are extended for the vehicle's forays off the beaten track.

Austria: An inexpensive rubber device which emits ultrasonic sound has been invented to prevent deer and other animals from running across highways into the paths of motorists. Attached to the front of a car or truck, the device is activated when the vehicle is travelling faster than 45 kilometres an hour. Inaudible to the human ear, the sound can be heard by animals as far as 400 metres away.

* * *

China: According to a police survey, some 25,000 bicyclists an hour pass through one of Beijing's busiest intersections. Only a small fraction of the estimated one million bicycles on China's roads.



ouble ahead.

management system expanded to include all the major freeways in and around Metro.

Quite simply, it amounts to computer-monitored "detector loops" implanted 650 metres apart in each lane of the highway. They automatically collect and analyze data — including the volume and speed of traffic. At the first sign of abnormal activity, the detectors alert the



Lane control signs suggest safe speed limits and indicate a blocked lane.

control centre and the operator and computer take over.

TV cameras with a range of 500 metres (able to zoom in and "see" in the dark) are placed atop 15-metre poles one kilometre apart along the highway. Remote controlled, they swivel in any direction at the operator's bidding.

A quick check with the monitor reveals whether the "incident" is real or a false alarm. A false alarm is logged and ignored; an actual incident creates a reaction.

Able to assess the nature and extent of an incident at a glance, control centre personnel can alert the appropriate authorities within seconds. Currently, it may take as many as 15 to 20 minutes before police can get to the scene of an accident and call for appropriate assistance.

And delays may cost lives. Inevitably traffic builds up.

While any police, ambulance, fire or

Test your driving skills

We all consider ourselves good drivers . . . but . . . are we? Especially, when it comes to driving in snow which requires a lot of skill and patience. Do you know what to do?

Question: What would you do. . . (Put an "X" beside your response(s).)

With your eyes?

1. <input type="checkbox"/> Look left	<input type="checkbox"/> Look straight	<input type="checkbox"/> Look side mirror
<input type="checkbox"/> Look right	<input type="checkbox"/> Look rear mirror	

With your feet?

2. <input type="checkbox"/> Increase gas	<input type="checkbox"/> Decrease gas	
<input type="checkbox"/> Off gas	<input type="checkbox"/> De-clutch (standard transmission)	

3. <input type="checkbox"/> Slam brake	<input type="checkbox"/> Brake slowly	<input type="checkbox"/> Pump brakes
<input type="checkbox"/> Off brake	<input type="checkbox"/> Parking brake	

With your hands?

4. <input type="checkbox"/> Steer left	<input type="checkbox"/> Grip firmly	<input type="checkbox"/> Swerve
<input type="checkbox"/> Steer right	<input type="checkbox"/> Hold loosely	

repair vehicles hasten to the scene of an accident, using lane control signs (near the accident), operators can advise motorists of safe driving speeds and which lane is blocked. At the same time, changeable message signs will warn drivers of congestion ahead or suggest alternate routes.

The Downsview control centre will be staffed 24 hours a day, seven days a week, because the 401 is in constant use.

During winter months, when driving conditions are often less than ideal, monitoring will prove particularly useful to motorists. Even when traffic volume is reduced (at night, for instance) the monitors will facilitate quicker detection of accidents by both MTC and OPP personnel.

Through communication links with participating on-line media (radio) MTC hopes to provide the public with accurate, up-to-date information about highway conditions. The onus, however, will be on the media representatives to provide their offices with equipment compatible with that of the control centre. In effect, organizations with FTMS access will have the last word, first»

And because it's flexible, the traffic management system will be able to expand its services to meet the changing needs of highways and motorists alike, for example metering ramps or arterial roads to regulate traffic flow entering a highway.

So take heart weary car commuter. . . help is on the way.

Letter to the Editor

Your publication which always so aptly stresses caution and common sense upon all drivers, has inspired me to write this short poem especially for our young folk who thrill in the power and the speed behind the wheel. Unfortunately, alcohol often becomes their driving companion.

Mrs. Dorothy Eker
Hamilton

THE DRIVE

*The highway was busy on a dull misty day,
tailgaters impatient with those in their way.
The cars were swift, such targets for slaughter,
baiting, devil-may-care, sons and daughters.
Suddenly, the impact! The shock! The pain!
The piercing of steel, the scorching of flames.
The exhilaration of speed lay in a sinister heap,
all occupants twisted, in a deadening sleep.
Slow was a word they never understood.
Watch, be careful, we wondered if they could.
So, we would be remiss not to warn,
beseech, appeal and entreat
that caution drives with the wise
while rashness endangers lives.*

Test your driving skills — Answers

In Ontario, throughout the winter months, drivers can expect snow and ice on roads, cold temperatures and hazardous ever-changing conditions. They should adjust to such conditions and prepare for them. So, if you're caught in a heavy snowfall or a light one, follow these steps:

With your eyes:

1. Look straight, left and right, always scanning the area ahead of you to anticipate any changing conditions.

With your feet:

2. Decrease gas according to the conditions, especially on rutted,

snowy roads.

3. Give yourself plenty of room in case you have to stop. When necessary, do so by braking slowly. The most common winter accident is sliding into another vehicle because there wasn't enough room to stop safely.

With your hands:

4. Hold the steering wheel loosely and drive relaxed. Driving in bad weather calls for extra-smooth and precise steering.

Note: Avoid abrupt steering, braking or acceleration. Each can result in a disastrous skid.

Coming Events

January 28, 1985 — Humber College full time basic driving instructor course. For more information contact Jane Russ (416) 675-3111.

February 11, 1985 — DDC instructor development course, Ontario Safety League. For information contact E.L. Moore, manager, traffic safety department, 82 Peter Street, Toronto. M5V 2G5 (416) 593-2670.

February 12, 1985 — Humber College part-time driving instructor course.

March 11, 1985 — Motor, fleet driver trainer course, Ontario Safety League.

April 1, 1985 — Vehicle accident investigation course, Ontario Safety League.

May 6, 1985 — Advanced fleet driver trainer course, Ontario Safety League.

May 13, 1985 — DDC instructor development course, Ontario Safety League.

May 30, 1985 — Annual Convention of Driving School Association of Ontario at Ramada Renaissance Hotel, 2035 Kennedy Rd. Scarborough (Toronto). Contact Luba Castracane (416) 842-4241 or Doris Morrison (416) 732-5409.

Staff writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

Nicola Balfour

Contributions or queries should be addressed to the editor.

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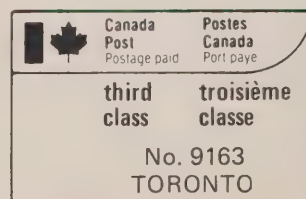
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Ontario Traffic Safety



Ministry of
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SPRING 1985

Motorcycle fatalities for 1984 worst ever

Motorcycle fatalities continue to be a major concern. In fact, 1984 was the worst year ever according to a preliminary report from MTC.

It showed 136 motorcycle fatalities occurred last year, an increase of 16 per cent from 1983 when 117 people were killed. In 1983, motorcycle deaths had declined by seven per cent from 1982, the previous worst year on record.

Factors in fatal motorcycle accidents continue to be the same as those in previous years with alcohol remaining a major problem. In addition, more than 60 per cent of the drivers were under 25 years old and 14 per cent failed to wear helmets.

The report also revealed half of all the fatalities occurred in single-vehicle accidents.

The most frequent driver errors were speeding and losing control of the vehicle.

Of particular significance is that one-third of those killed were not licensed to operate a motorcycle and another 25 per cent had held their licence for less than one year.

Last year, MTC increased the emphasis on motorcycle safety and introduced a revised, more comprehensive motorcycle driver's handbook, and a new written examination for beginners.

In April, of this year, MTC will host another seminar with representatives of the motorcycle community to discuss methods of further improving motorcycle safety. The seminar will focus on several options which will have the potential to significantly alter the fatal motorcycle accident trend.



Drivers . . . see and be seen

Ontario motorists are keeping their headlights on longer.

Recent amendments to the Highway Traffic Act requires all drivers must switch on their lights a half hour before sunset and keep them on a half hour after sunrise. The Act previously required headlights be turned on 30 minutes after sunset until 30 minutes before sunrise.

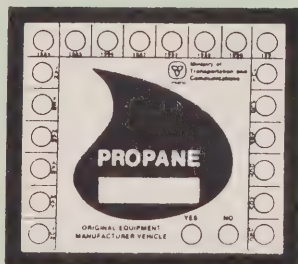
However, the stipulation remains that lights be used any time when visibility is less than 150 metres.

All provincial transportation ministers have agreed to extend the "lights on" period by another hour in the mornings and evenings, when sun glare and traffic

density are at their peak.

Of course, this is only common sense if one wants to avoid being an accident statistic. At this particular time of day it's important to make oneself more visible as the sun's glare can easily impair a driver's vision. A problem which most drivers have encountered.

There's growing proof that daylight use of headlights can significantly reduce the incidence of multiple vehicle collisions. Evidence from other jurisdictions also shows accidents involving motor vehicles and cyclists or pedestrians can be decreased if motorists keep their lights on longer.



ATTENTION

Deadline for owners of propane-fuelled motor vehicles in Ontario is fast approaching.

If you don't get this sticker by April 30, 1985 you're stuck without fuel until you get one.

Safe driving tips. . .

It's only common sense . . .

According to the experts at Young Drivers of Canada, 95 of every 100 drivers using Ontario's highways are merely practising for an accident — with constant near misses.

Maybe you have noticed a few of them — if not, in fact, you may have been one of them!

You know, in the very early days of the new-fangled horseless carriage, there was a publicity campaign to promote safety on the road.

The catch phrase was: Care — Caution — Courtesy. I would like to add another which is appropriate to our day and age and that's Common Sense.

Well, I wish people would incorporate a little of each in their driving today — especially common sense. Not only would it alleviate some of the anger and frustration of driving, it might prevent some of the fender-benders and more serious accidents.

In a lot of cases, these drivers are not only discourteous, they are breaking our laws. And endangering themselves while scaring the bejabbers out of you and me.

You know the ones I'm talking about. The drivers who fail to signal, or forget to turn off their signals or, worse still, believe their signals automatically secure them a place in traffic.

And how about those who pull out of laneways and completely block traffic for long-drawn out seconds while waiting for a break in oncoming traffic?

Or those who open their car doors just as you are about to pass them?

Then there are the drivers who pull up so close behind you, you wonder if you and your car are invisible to them. And those who stop to disgorge passengers in the middle of rush-hour traffic, then continue their conversation while traffic piles up behind them.

A scary situation that has me quaking in my boots are the kids — and adults — who ride their bikes through stop signs, walk across the street without checking traffic, or roller skate or ride their skateboards down a street.

Have you ever noticed how many of them are hooked up to their radios. They couldn't hear you if they wanted to!

For a while I thought I was alone in my frustration with these drivers. Then I noticed some newspaper columnists taking a crack at them. Let me paraphrase them.

For example, Warren Potter of the

Toronto Star noted among other things:

"What about the motorists on the highways, either three-lane or two-lane, who dawdle in the passing lane well under the speed limit. Frequently, they stay abreast of a car in the next lane so a motorist who wants to pass is unable to do so."

The *Owen Sound Times* columnist Nicole Parton printed a letter from a young mother who says, in part:

"I'm driving the speed limit, but the jerk behind me is furious. It isn't my fault he's in a hurry, yet he's honking at me and tailgating."

She goes on to make another good point:

"Everyone worries about drunken drivers, but for every drunk driver it seems there are a half-a-dozen impatient ones who are just as dangerous: They both kill."

The *Thunder Bay Chronicle* had an editorial on Emergency vehicles which noted:

"At one time, most city drivers routinely pulled over to the side of the road at the approach of any emergency vehicle with its warning systems activated. Now, many do not."

The *Hamilton Spectator* recently carried an article by Curtis J. Sitomer recommending a driver "ethic" and said in part:

"Automobile operators need to learn that driving is not an adversarial pursuit. Safe procedures and rules should be followed not merely because of fear of fines or imprisonment, but out of consideration for others on the road."

So it's not only me — other people across the province feel strongly enough about it to write articles about the problem. The only thing is — if so many people are aware of the problem — why is it still so prevalent?

Let's start a movement to get some courtesy and common sense back into driving — maybe that will take the hassle out of our forays on the road.

George R. McCague

George R. McCague
Minister of Transportation
and Communications



Stop drunk driving

C.B. users in the Waterloo Region are being asked to help reduce impaired driving on Ontario's roads.

In Dec. 1984, the Waterloo Regional REACT team launched a campaign in their region to help stop drunk driving. The objective is to get C.B. users to place a call on the emergency channel 9 of their C.B. if they see a suspected impaired driver. The information can then be passed on to the authorities.

To make the public aware of their campaign, decals were offered to trucking companies in the area for display on the rear of their trucks and trailers. And extensive coverage was received through the local television station and newspaper.

The team also produced an hour-long TV program on the local cable network which featured representatives from Waterloo Regional Police, O.P.P., P.R.I.D.E. and REACT, discussing the problem of impaired drivers in the area.

The campaign was originally aimed at the Christmas/New Year festive season, but has been stepped up to include specific "high-incidence" periods such as the May long weekend and Oktoberfest.


Waterloo Regional REACT is an independent, registered charitable organization serving the various communities in the region of Waterloo by assisting the authorities and other organizations with public safety and radio communications at parades and other events. The team also assist in cases of emergency when requested.

Further information on the team or its activities can be obtained by writing Waterloo Regional REACT, P.O. Box 801, Waterloo, Ontario, N2J 4C2.

Property damage raised

The amount of property damage in reportable motor vehicle accidents has been raised to \$700 from \$400.

If anyone is involved in an accident which results in personal injury or property damage exceeding \$700, they must report it to the police. This includes all motor vehicles, including motorcycles and mopeds as well as off-road vehicles.



Winter driving demands . . .

Precision, discipline and control

The weather was perfect: Snowy. Blowy and C-O-L-D!

Geoff Frazer was delighted.

Little icicles broke off his moustache while he gleefully exclaimed in a fog of frozen breath: "You couldn't ask for better weather than this!"

Frazer, is a film producer with MTC. And his latest project is a film on winter driving to be released in time for next winter.

That's why Frazer and a crew of MTC audio visual staffers were out at Mosport racetrack in the dead of winter. It provided an ideal safe but realistic environ-

ment to demonstrate the many things that can go wrong when winter ice and snow place extreme demands on driving skills.

"Using the track made it possible to film events that simply would have been too dangerous to stage on a public highway," said Frazer.

The track location was doubly appropriate because the context of the film will be a lecture on driving techniques by John Powell, chief instructor of the Mosport Racing School. According to Powell: "Racing and winter driving have a lot in common because they both deal with the limits of performance. And

success in both requires precision, discipline and control."

Only the medium of film could allow us to share the experience of students in Powell's advanced driving course. And this is a special film.

It's the **first** film to cover the subject of winter driving comprehensively. It's the **first** film to provide instruction on the special winter driving techniques required by new automotive technology such as front wheel drive, all-weather tires, and computer controlled anti-lock braking systems.

And, significantly, it's the first MTC film to be made in partnership with private industry.

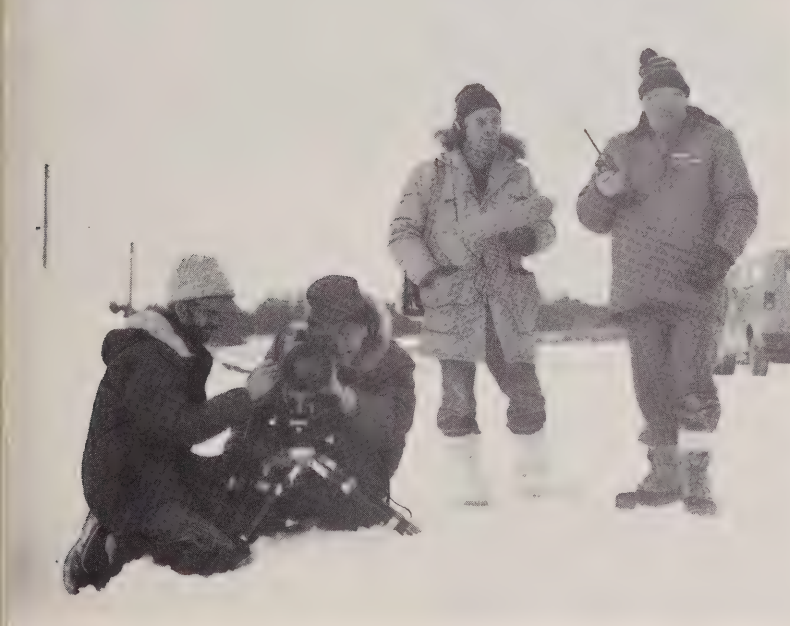
According to Frazer: "We've wanted to make a winter driving film for some time, but couldn't afford it. The cost of vehicles alone put the project beyond reach." Then, along came Powell Motorsport Group, together with representatives of General Motors and ESSO.

This group of corporate citizens met with then MTC Minister James Snow and offered to provide a fleet of new cars, use and cost of the track at Mosport, technical advice, and any funding above and beyond normal ministry expenses.

In return, MTC would provide its expertise in education and staff services such as the film unit and equipment — snowplows and a bucket truck (for filming overhead views). It was an offer too good to refuse.

The Ministry gets a bargain on a badly-needed film and the right to use it freely within Ontario. The private sector group owns the rights to the film for use elsewhere in North America and Europe.

But perhaps the principle beneficiaries of this unique film and innovative partnership will be the thousands of motorists who will no longer be forced to learn about winter driving while they skid wildly towards the ditch.



Sound rolling! Camera! Action! MTC film crew sets up for a shot for new winter driving film. Left to right: camera assistant Chris Wilson, cinematographer George Cooke, sound man Jack Dyer and producer-director Geoff Frazer.

Proof that ... seat belts and res



As motorists travelled through Ontario last summer, MTC survey crews were "out there" to obtain the latest seat belt usage figures.

Using the same locations and mid-day time periods as in 1975, researchers ascertained use of driver lap and shoulder belts was at an encouraging 64 to 76 per cent range in different regions of the province, compared to 45-68 in 1981.

They also discovered more than half of all infants and toddlers were buckled into approved car safety seats which can reduce traffic fatalities up to 90 per cent.

Since 1982 and 1983 when child restraint legislation was introduced in the province, the number of young children killed and injured in traffic accidents has dropped. In 1983, 10 under five died and 1,269 were hurt, compared to 19 and 1,608 two years earlier.

Although the surveyors noted two-thirds of child restraints were used by children travelling in their parents' cars, further observation revealed a large portion of the restraints were being used improperly, making them potentially less effective in an accident.

Improper use centered around harness and tether straps. One-half to two-thirds

**Studies have shown
it's impossible for an
adult to hold on to a
child during a
collision, even at low
speeds.**

were used incorrectly or not at all. When properly bolted inside a vehicle, the tether strap plays an important role. It holds the restraint back at the top while the lap belt secures it at the bottom. If the tether is loose, the seat can pitch forward and the child fall out.

Surprisingly enough, one-quarter of those surveyed said they didn't know they should use the tether. One-quarter said they couldn't use it. Incorrect tether installation is little better than not using one at all.

It was also found one-third to one-half of harnesses were not fastened or had been hooked up improperly. Like the tether, the harness is an important safety feature: It keeps a child from slipping out.

Another finding was that eight per cent of children under five travelled on adult laps. Although this continues to occur, it's less frequently observed than between 1979 and 1983 when one-third of children that age killed in accidents were sitting on someone's lap before impact. Studies have shown it's impossible for an adult to hold on to a child during a collision, even at low speeds.

In the U.S., similar misuse of child restraints have been found. The National Transportation Safety Board (NTSB) analyzed accidents in which child restraints were used and children still died.

Here are the results of three such accidents which may have been prevented with proper use of child restraints:

Case: A six-month-old infant was ejected from a forward-facing convertible seat. The investigation concluded more snug adjustment of shoulder straps and use of harness to hold the straps on

ints work

the shoulders might have helped prevent ejection. Proper placement of the seat in the rear-facing position would probably have prevented the tragedy. The child was killed after striking the car interior.

Case: A 15-month-old boy, secured in a convertible seat requiring only a shield in the front-facing toddler position, was killed in a head-on impact into a utility pole. The child was in the right rear seat. Four possible sources of injury were cited: head contact with the rear of the front seat back, with the right side of the vehicle, or the shield of the safety seat. Because the vehicle seat belt contained an emergency locking retractor, the safety seat couldn't be fastened snugly to the vehicle.

Case: A three-year-old girl was sitting in a safety seat, but the harness was not fastened. The child was ejected from the vehicle and killed. When interviewed, the child's mother said: "Although this was an unfortunate accident and a personal tragedy, I'm still realistic enough to know child car seats are good and are necessary when transporting children in a car. What happened to us was a freak accident and will not discourage me from using a child seat." There was no indication in her statement she was aware she should have put the harness on her child.

Although these accidents occurred in the U.S. where child restraint laws differ from those in Ontario, similar accidents can happen on either side of any border.

In Sweden, all toddler restraints are designed to be installed rear-facing for permanent installation which they consider the safest protection. In the U.S., infants ride rear-facing but toddlers face forward and restraints are only anchored with a seat belt. Here in Ontario, infants may be carried in a rear-facing infant carrier or a rear-facing convertible seat and forward-facing seats require anchoring with a tether strap.

What can you do to improve your child's safety in a vehicle? Make sure you read all enclosures accompanying child restraints and ensure that your child is tightly but comfortably seated before you drive away.

You wouldn't endanger your own life by driving off without a seatbelt, why endanger your small child's?



This child is in potential danger. In an accident the seat would tip forward as the tether strap is not bolted to the parcel shelf (top right corner) and the lap belt is not routed through the U-bar (bottom right) as instructed by the manufacturer. Also the harness straps are not securing the child in the seat to prevent ejection.



This child has been properly restrained. Although not visible in the picture, the tether strap has been secured to the back of the vehicle. The seat belt has been properly fed through the U-bars and the harness is nice and tight around the child.



Use common sense . . .

Off-road vehicles are

all times. Otherwise the driver becomes just another accident statistic.

In 1983, a total of nine persons were killed and 212 injured. On-highway accidents resulted in three drivers, one passenger and one pedestrian getting killed; 74 drivers, 13 passengers, five pedestrians and four others injured.

Off-highway, four ATV drivers were killed; 85 drivers, 24 passengers, four pedestrians and three others injured.

In an effort to help reduce these deaths and injuries and, at the request of approximately 160 municipalities who were concerned for the safety of drivers, passengers and property owners, MTC

passed legislation regulating these off-road vehicles.

The Off-Road Vehicles Act requires all off-road vehicles be registered, have third-party liability insurance and all occupants wear regulation helmets.

In addition at the time of legislation, no child under 12 years of age could drive an off-road vehicle except on land occupied by the vehicle owner. An amendment to the act **now** allows children under 12 to drive under the close supervision of an adult.

And, to further emphasize operational safety as well as point out the law, MTC

The use of the popular all-terrain vehicle is quickly becoming a way of life for many Ontarians.

And, driving them can be lots of fun, providing it's done safely.

They are not toys.

They are power-driven vehicles and have to be under the driver's control at

SAFETY BRIEFS AROUND THE WORLD



AUSTRALIA: A "zero blood alcohol rule" has been made law for young drivers and learning drivers. They are not to have any alcohol in their systems at all or face penalties as well as attending an educational session if convicted.

ENGLAND: An unfortunate truck driver stalled his 18-wheeler in the centre lane of a busy motorway in rush hour. A patrol officer came alongside and shouted: "Get that thing over to the shoulder." Quick as a flash the driver responded: "OK — I'll steer, you push."

CANADA: Alberta and British Columbia have joined the seven other provinces in making it mandatory for children to be secured in a child car safety seat. The only jurisdictions left in Canada without child restraint legislation are Prince Edward Island and the Northwest Territories.

U.S.A.: Safety glass was discovered by accident when French chemist Eduard Benetictus knocked over a test tube and saw the cracked glass did not shatter. It was lined with a mixture of nitrocellulose.

CANADA: Bell Canada vehicles, one of Ontario's largest fleets, will have their headlights on during the day as a safety measure.

AUSTRALIA: After many months of drought and dust-laden winds, a hand-painted sign appeared at a roadside in Gundagai: "Caution — Topsoil Crossing."

CANADA: An Ontario propane conversion shop was fined \$2,000 for improper installation of a propane fuel system in a vehicle. A Windsor taxi exploded and caught fire in June, 1984 at an intersection a few blocks

away from a hospital where it had just picked up a passenger. The passenger managed to escape but had to be treated for burns. The remote-fill box was not properly sealed and the propane seeping out was ignited by a cigarette lighter.

U.S.A.: Researchers from the Insurance Institute for Highway Safety and Rhode Island Health Services have published a study on the cause of injuries to major body organs. Statewide hospital discharge data from 1979 and 1980 was analyzed. The study revealed motor vehicle crashes were the cause of injury for approximately two-thirds of patients hospitalized with injuries to the chest organs, liver and spleen, and approximately one-third of those with traumatic pneumothorax or hemothorax, and injuries to the head, kidney, intestine, distal femur, pelvis and patella. The study concluded that many motor vehicle crash injuries can be prevented by using restraints, non-lacerating windshields and motorcycle helmets.

Hot toys

has published a Recreational Vehicles Handbook.

Here are some of the safety tips to keep in mind before you ride:

- Proper clothing is vital. If your helmet does not have a visor, wear safety goggles for eye protection; wear trousers covering the legs and boots high enough to cover your ankles.
- Check the machine thoroughly before you start, including fuel lines and connections for leaks, oil level and, of course, ensure that you have enough gas.

- Practice in an area free of obstacles, until you become proficient. Choose a uniform surface of dirt, sand or snow. If riding a three-wheeler, avoid paved surfaces — because vehicles are hard to manoeuvre on them and the pavement wears tires out rapidly.

- Be extra cautious when riding among pedestrians, horseback riders, sunbathers or bicyclists.

Always use a flag mast when riding in dunes and hills.

- If driving up hills, remember you need a running start to climb most of them.

- When riding, keep both feet on the footrests at all times. Don't try to stabilize a tipping machine by putting your foot down: You could run over your foot or leg.

- Don't drink and drive. Remember, alcohol **WON'T** mix with the operation of any kind of vehicle.

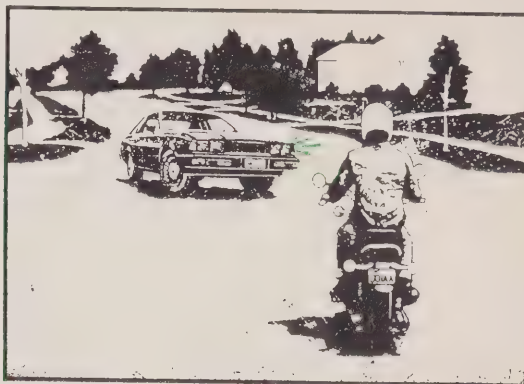
- Be extremely careful if travelling in water. First of all, check beforehand that the water is not too deep. Drive slowly and carefully, steering around rocks, etc.

MTC and law enforcement agencies are doing their best to prevent serious injuries and death. However, it still boils down to one bare fact: Drivers must obey the law and use their common sense!

Motorcyclists

Test your driving skills

We all consider ourselves good drivers . . . but . . . are we? You are approaching an intersection and a car driver is about to turn left in front of you.



Question: What would you do. . . (Put an "X" beside your response(s).)

With your eyes?

- | | |
|---------------------------------------|--|
| 1. <input type="checkbox"/> Look left | <input type="checkbox"/> Look straight |
| <input type="checkbox"/> Look right | <input type="checkbox"/> Check mirrors |

With your right foot?

- | | |
|--|---------------------------------------|
| 2. <input type="checkbox"/> Slam brake | <input type="checkbox"/> Brake slowly |
| <input type="checkbox"/> Off brake | <input type="checkbox"/> Pump brake |

With your hands?

- | | | |
|--|---------------------------------------|---------------------------------------|
| 3. <input type="checkbox"/> Steer left | <input type="checkbox"/> Increase gas | <input type="checkbox"/> Brake slowly |
| <input type="checkbox"/> Steer right | <input type="checkbox"/> Decrease gas | <input type="checkbox"/> Slam brake |
| <input type="checkbox"/> Sound horn | | |

THIS IS THE LAW

Did you know that

This sign as defined in the HTA means a driver shall bring the vehicle or street car to a full stop and only then proceed *if the way is clear*. Contravention carries three demerit points and a fine of \$40 to \$200.

In 1983, blatant disregard of this law resulted in 3,647 accidents and 55,537 convictions. Remember, laws are made to protect you and everyone else around you. Obey them!



Coming Events

April 28, 1985 — Ontario Traffic Conference training course, Ontario Police College in Aylmer. For information contact Ms. A. Easson, admin. manager, Ontario Traffic Conference, 20 Carlton St., Suite 121, Toronto, Ontario M5B 2H5 (416) 598-4138.

April 28, 1985 — 36th O.T.C. Annual Conference at the Valhalla Inn, Kitchener, Ontario. For information contact Ontario Traffic Conference, 20 Carlton Street, Suite 121, Toronto, Ontario M5B 2H5 (416) 598-4138.

May 1-7, 1985 — Summer Safety Week

May 6, 1985 — Advanced fleet driver trainer course, Ontario Safety League. For information contact E. L. Moore, manager, traffic safety department, 82 Peter Street, Toronto M5V 2G5 (416) 593-2670.

May 13, 1985 — DDC instructor development course, Ontario Safety League.

May 27, 1985 — Fleet supervisor course, Ontario Safety League.

May 30, 1985 — Annual Convention of Driving School Association of Ontario at

Ramada Renaissance Hotel, 2035 Kennedy Rd., Scarborough (Toronto). Contact Luba Castracane (416) 842-4241 or Doris Morrison (416) 732-5409 for information.

July 2, 1985 — Driver education instructors course for teachers. Applicants must have Ontario Teacher's Certificate. Location York University Centre for Continuing Education, 4700 Keele Street, Downsview, Ontario M3J 2R6 in cooperation with the Ministries of Transportation and Communications and Education and York Region Board. Information call (416) 667-2502.

Staff writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

Margaret Barcza
Naomi Callaghan
Doug Cowan
Rob Lockhart

Contributions or queries should be addressed to the editor.

ISN 0702-8040

Test your skills—answers

A major cause of motorcycle/car collisions is the car driver turning left in front of the motorcycle. The car driver either doesn't see the motorcycle or misjudges its speed. In this situation, the motorcycle rider may not be completely innocent either. . . if the motorcycle is going faster than the driver would expect. So, when approaching an intersection with a car about to turn left in front of you, follow these steps:

With your eyes?

1. Look straight, left and right. Don't let your mind focus too long on the left turning vehicle. Is there something else in the intersection that could cause trouble too? Another car, a pedestrian? Also, check your mirrors to make sure another vehicle isn't right behind you, or about to pass you on the right.

With your hands and feet:

1. Reduce your speed by turning the throttle away from you to decrease the flow of gas. Slowdown and steer behind the car as it turns. Don't try to outrun the car by going around the front.
2. Brake slowly, using your front and rear brakes together.

ontario traffic safety

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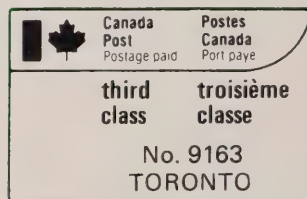
Hon. George R. McCague, Minister
H.F. Gilbert, Deputy Minister

Editor: Miss Terry Di Carlo
(416) 248-3501

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SUMMER 1985

Fatalities down in 1984

Motor vehicle fatalities declined on Ontario roads in 1984 to the lowest since 1958.

Last year, 1,118 people died in accidents, a 7.1 per cent decrease over the 1,204 reported in 1983.

Unfortunately, this decrease in the number of fatalities was accompanied by an increase in motorcycle deaths.

Last year, 140 motorcyclists were fatally injured, up from 117, up 20 per cent and 11 per cent over the previous worst total of 126 recorded in 1982.

Factors involved in motorcycle fatalities remained constant: failure to wear helmets, alcohol and excessive speed.

For the second year in a row, MTC representatives met with representatives from the motorcycle industry, motorcycle training community, enforcement agencies, medical associations, Insurance Bureau of Canada, motorcycle clubs and other government jurisdictions to discuss motorcycle safety.

"These types of seminars are extremely worthwhile," said Tom Smith, chairman and MTC's assistant D-M of safety and regulation. "They afford all interested groups a chance to sit down and put their concerns and suggestions on the table."

Based on recommendations from a previous seminar, MTC updated the motorcycle handbook, revised the written test and promoted training courses throughout the province.

Looking at the overall statistics, drinking-driving campaigns and increased use of seat belts have proven effective means of making Ontario roads safer.

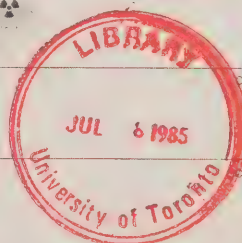
Transportation of dangerous goods

As of July 1, new regulations will come into effect governing the transportation of dangerous goods within Canada.

While federal authorities will enforce regulations for rail, water and air transport, MTC, the OPP and municipal police forces will be responsible for controlling dangerous goods shipments on Ontario's highways.

These dangerous goods symbols represent some of the safety marks that must be applied to any item or vehicle containing or carrying dangerous goods. And they are only part of an international program on the safe transportation of dangerous goods.

	CLASS 1 EXPLOSIVES
	CLASS 2 COMPRESSED GASES
	CLASS 3 FLAMMABLE LIQUIDS
	CLASS 4 FLAMMABLE SOLIDS, SPONTANEOUSLY COMBUSTIBLE, DANGEROUS WHEN WET
	CLASS 5 OXIDIZERS & ORGANIC PEROXIDES
	CLASS 6 POISONOUS & INFECTIOUS SUBSTANCES
	CLASS 7 RADIOACTIVES
	CLASS 8 CORROSIVES
	CLASS 9 MISCELLANEOUS DANGEROUS GOODS



Bicyclists and motorists can mix!

Bicycling is a popular activity for many reasons: recreation, health and transportation.

But as the good weather approaches, bicycling increases. And so do bicycling accidents. Last year in Ontario, there were 50 fatalities and more than 4000 injuries in collisions involving bicycles and motor vehicles. Many more arise when bicyclists collide with other bicyclists and when bicyclists fall off their bikes.

Each year in Canada, a million bicycles are sold. And, as more enthusiasts are buying bicycles, many drive in traffic with minimal cycling skills and little knowledge of proper on-road behaviour.

Not surprisingly, all this adds up to more accidents since an inexperienced cyclist is far more likely to get into an accident than one who is trained.

Cycling safety should be a major concern for all cyclists, young and old alike. Clearly any cyclist's skill is the most important safety factor in preventing accidents.

A recent analysis of Ontario's bicycle accident statistics points out what some of the main problems are in the area of safety.

About 40 per cent of all fatal bicycle accidents occur at night, when the rider is lacking adequate lighting and reflective equipment or clothing. And, the problem appears to be increasing.

Furthermore, there is a high



accident involvement for bicyclists under 25 years — about 88 per cent, in fact. Young bicyclists have a particularly poor safety record.

Finally, as part of the basic problem of lack of compliance with the rules of the road, it has been found bicyclist error is involved in some 70 per cent of all accidents.

That's not to say bicyclists are always at fault in accidents. Indeed, there is a definite need for the education of all road users — bicyclists and motorists alike — to cooperate and share the road. All should have the proper attitudes of cooperation, responsible behaviour and courtesy.

Under the law, bicycles are considered to be vehicles. As such, riders must follow all rules of the road just as motorists do. But, it's important for the cyclist to remember certain characteristics of their vehicles require special attention as a road user.

For example, bicycles are one of the smallest units on our roads and not very visible to motorists. Therefore, it's important cyclists be more visible, never riding in motorists' blind spots and making sure of proper lighting at night.



Smart cyclists ride bikes that are the proper size.

THIS IS THE LAW

Did you know that

Under the Highway Traffic Act a bicycle is considered a vehicle and subject to the same laws as a motorized vehicle. This means keeping the bicycle in good working order by having all the necessary lights, reflectors and warning devices. And, of course, it also means the rider must obey all traffic signs and signals including letting other drivers know whether you are turning right, left or stopping.



Like good motorists, good cyclists must learn to drive defensively by keeping with the traffic flow, anticipating situations and reacting accordingly. This is particularly important because, in a collision, it's usually the cyclist who is injured.

So, this summer, let's use some common sense. Drive defensively and, most important of all, cooperate and be courteous.

Safe driving tips. . .

Summer's here. And it's time for seeing the sights and enjoying the weather.

It's also the time when the most accidents occur. Believe it or not.

Beautiful weather and scenery seem to distract people at the best of times. And before they know it, oops, they've missed their street or exit.

Sensible drivers continue on to the next exit and backtrack or drive around the block back to their destination.

Others panic and slam on their brakes, ready to back up or make an illegal or unsafe U-turn, endangering themselves and other motorists.

So, if you must make a U-turn, there are a few things to keep in mind.

On some streets this can be hazardous and delay traffic.

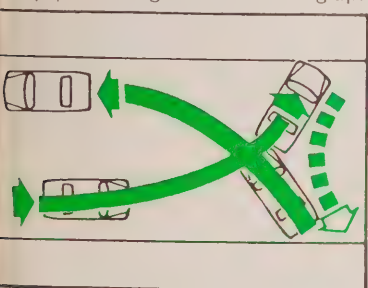
In many areas, U-turns are prohibited — so beware!

Also, to execute a U-turn safely, a fairly wide street is needed. So, if you find it necessary to turn your car in close quarters, follow this procedure:

As shown in the diagram, begin your turn from the extreme right side of the roadway. Check for traffic in both directions and give the proper turn signal. When the way is clear, turn the steering wheel sharply to the left while moving slowly forward.

When the wheels are turned completely left, continue driving forward slowly until close to the left curb or edge of roadway.

Then, stop, place the gear selector in reverse and turn the steering wheel sharply to the right while backing up.



When you have turned the wheels completely right, continue backing up slowly until close to the opposite curb. Repeat these manoeuvres until the turn is completed.

Avoid, as far as possible, turning the steering wheel when the car is standing still. This strains the steering mechanism and wears tires.



'READY FOR THE ROAD?

Comic strips often depict fantasy.

But today this popular medium is being used to inform teenagers of the grim realities of drinking and driving.

It's just one of a variety of tools — including quizzes, bumper stickers and fact sheets — helping to get an important message across to Ontario's future motorists.

They're all part of a kit called Ready for the Road? which is being distributed to province-wide high school driver education classes and private driving schools.

It's aimed at curbing the number of alcohol-related accidents involving young people, pointing out in advance the consequences of impaired driving. It deals not only with potential fines and jail terms, but the emotional turmoil faced by impaired drivers who injure or kill someone.

Funded by the Insurance Bureau of Canada and Sunoco, the informative package was put together by Alcohol and Drug Concerns, Inc., and its youth section, Toc Alpha. Both non-profit organizations are dedicated to fighting alcohol and drug abuse through community awareness programs.

The kit is targeted specifically at teenagers between 14 and 16, who are beginning to think about enrolling in driver-education.

"This is the age when most kids can't wait to get behind the wheel," explains Karl Burden, executive director Alcohol and Drug Concerns. "The question is: Are they ready for the road?"

"Good reflexes aren't the only prerequisites. Common sense and awareness of the risks of driving while impaired are also vital to the



roadproofing of our young drivers."

The kit attempts to reach young teenagers by using a format which traditionally appealed to their age group — the comic book. An eight-page leaflet entitled A Friend for Life shows four teens dealing with the drinking/driving issue by making a pact to abstain when it's their turn to drive the others home from a party.

The more of this make-believe scenario is echoed in a contract drawn up by the Students Against Drunk Driving (SADD) organization. It calls on teenagers to contact their parents if they've had too much to drink to drive home safely. The parents, in turn, agree to pick them up, regardless of time or place.

The contract is part of a booklet outlining statistics related to teenage drivers — and provides a couple of graphic newspaper accounts of what can happen when good times get out of hand.

Also included is a pamphlet debunking some of the myths surrounding alcohol consumption; a true-false questionnaire and a bumper sticker urging teens to "drive to survive".

The kit is part of a three-year campaign by IBC to combat impaired driving. It also marks the second youth-oriented campaign by Alcohol and Drug Concerns in the last three years. In 1983 and 1984, the organization produced Get High on Hockey, aimed at reducing marijuana and alcohol use among minor hockey players.

About 100,000 copies of Ready for the Road? will be printed with funds supplied by Sunoco. They'll be available to Canadian boys and girls clubs and other local youth organizations, as well as driver training classes.

When choosing the method of turning, keep in mind it's illegal to reverse a vehicle on the roadway or shoulder of any highway divided by a median strip where the speed limit is in excess of 80 km/h.

Remember: the safest method is to drive around the block.



"Everyday in the municipality of Metro Toronto, emergency vehicles respond to urgent requests for service from the public. Whether the call be for an armed hold up in progress, a baby stopped breathing, or a building on fire, minimum response time by emergency services is absolutely essential. Precious minutes lost while en route to an emergency could result in the difference between life and death."

It's the legitimate concern of all emergency services that response time for services be minimized. A great deal has already been done in an effort to accomplish this goal — with an extremely sophisticated communications system now in place.

Emergency vehicles are better equipped than ever before, and the training for emergency services personnel is continually being upgraded to provide the finest service possible.

In a densely populated urban centre such as Toronto one of the most difficult problems is getting emergency vehicles to the scene. During peak traffic periods, response time can be increased greatly. So, it's important all motorists know exactly what their responsibilities are when approached by an emergency vehicle with its red lights flashing and siren sounding.

The actual statutes governing the operation of all motor vehicles in Ontario are contained in the Highway Traffic Act and its regulations. The HTA is one of the finest pieces of legislation in Canada. Section 137, which deals with the obligations of motorists during emergency vehicle response, is simple and yet comprehensive.

If you hear a police, fire, ambulance or public utility emergency vehicle, bell or siren, or see a flashing red light mounted on the vehicle, get out of the way. Bring your vehicle to a stop as near as possible to the right-hand side of the

road and clear of any intersection.

On a roadway with more than two lanes for traffic and designated for the use of one-way traffic, bring your vehicle to a stop as near as possible to the nearest edge of the roadway and clear of any intersection.

Remember, too, it's unlawful to follow a responding fire department vehicle within 150 m (500 ft.).

It's of the utmost importance the public co-operate. Only through better understanding and education will the goal of maximum co-operation be reached.

To involve the public in this vital matter, four key areas must be considered. **Motorists must:**

- have a thorough knowledge of the law giving the right of way to emergency vehicles;
- know the importance of clearing the road for an emergency vehicle;
- know exactly what to do when approached by an emergency vehicle and how best to do it; and,
- understand the stress the driver of an emergency vehicle is under.

Situations requiring rapid emergency response vary greatly. Fire engines may be en route to a house fire, a collapse on the street, or free people trapped in a tangled car wreck.

Ambulances could be responding to a baby stopped breathing, a pedestrian hurt in a motor vehicle accident, or a fire with persons still inside.

Every second counts. The difference

Police attend an array of emergency calls and work closely in assisting the other services.

The common element at the root of all emergency situations is the people involved.

The public should consider the victim of a serious car crash lying trapped in a twisted wreck ... The wife who has just watched her husband of 40 years drop to the floor as the result of a heart attack ... the mom and dad of a child on the operating table, who know the child's life hangs in the balance as police rush blood to their area hospital ... or the victim of a vicious beating while being robbed.

To those involved in such situations, seconds pass like hours. All tragedies have a human side, especially those which have a happy ending. And the public must be aware of the human side of all emergency responses.

Everyone should consider those requiring help when they see an emergency vehicle ... for some days the same emergency vehicle may be on its way to help them.

Thus, all motorists should be decisive. Never hesitate in pulling to the right to yield to an emergency vehicle regardless of its direction of approach. And keep stereotypes at a reasonable level while maintaining a proper lookout to the rear.

Accelerate or maintain speed while pulling to the right. If on a multi-lane highway in the left lane, always accelerate to pass a car in the right lane before pulling over.

After pulling to the right, parallel with the curb and clear of any intersection, brake to a stop.

Abort any proposed turns and pull to the right to stop on the approach of an emergency vehicle. Motorists can always drive around the block to make their turn after the emergency vehicle has passed.

Be aware of the possibility that a second emergency vehicle may come along shortly.

In one-way traffic situations immediately make a decision on how best to clear the path for an emergency vehicle, then act on it safely.

Stop immediately to allow an emergency vehicle to cross your path or enter the roadway from a driveway or intersecting highway.

Upon hearing a siren and if in doubt of the emergency vehicle's

between life and death

direction, ease to the right and stop safely until it passes.

Under no circumstances should motorists stop in the path of an emergency vehicle or in anyway obstruct its path ... or stop in mid-intersection for the emergency vehicle may have to turn.

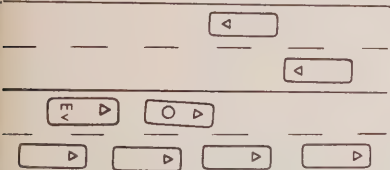
Never park your vehicle in any place that would restrict or prevent a fire department vehicle from gaining access to any place.

Don't make a turn in the path of an approaching emergency vehicle.

In the case of pedestrians, never attempt to beat the emergency vehicle by running across its path. Wait on the curb until it has passed.

Case: Collapse Call

It was a bitterly cold winter morning at the height of rush hour when the fire captain and his men left No. 11 Hall destined for a routine collapse call on Wellesely St. E. Proceeding down Parliament St. and across Wellesely, they reached the victim who lay lifeless on the frozen ground.



The motorist blocking the path of the emergency vehicle wants to pull to the right and stop. Yet, traffic in the right lane is still moving and will not let him in. The law states everyone must pull to the right and stop. This means traffic in the right lane as well.

The firefighters went to work immediately with CPR and artificial resuscitation in an effort to save the victim.

A couple of minutes later, the ambulance arrived and the victim was rushed to hospital where he recovered.

Another life had been saved as the result of an efficient and rapid emergency response.

The captain commented on how glad he was that they responded to the call via Parliament Street: "It's longer, but we make better time ... because southbound traffic backs up solid on Sherbourne at that time of the morning. And going south in the northbound lanes is slow going."

This is a good example of how important it is to pull over and stop on the approach of an emergency

vehicle regardless of a person's direction of travel. Depending on traffic conditions, an emergency vehicle may have to go into the oncoming traffic lanes en route to a call.



This motorist stops directly in the path of the emergency vehicle and looks back asking "what do you want me for." This situation is common when a police emergency vehicle is trying to get through traffic.

Case: heart attack

It was a typical December afternoon when the Mack Pumper pulled out of the Scarborough Fire Department's No. 4 hall.

The call had a routine ring: a report of a woman who had stopped breathing.

Since the implementation of the 911 system, all emergency services are simultaneously dispatched to such calls. In this case, the fire department crew was first on the scene. They found the woman had been a victim of a heart attack and had subsequently stopped breathing.

CPR and resuscitation was commenced immediately. Approximately two minutes later, police and ambulance services arrived on the scene.

The victim was immediately transferred by ambulance and under police escort, to the Scarborough General Hospital. Firefighting personnel worked on the victim all the way to the hospital.

The Fire Captain reflected back on the call: "It was just one of those times everything went right. We made excellent time getting to the victim, initially, then to the hospital as well."

The victim in this case has recovered fully. Although the emergency services personnel actually saved a life, every motorist and pedestrian who yielded the right of way contributed to the saving of the victim.

Victims of heart attack, drowning or asphyxiation have as little as four minutes to be reached before permanent brain damage or even death may result.

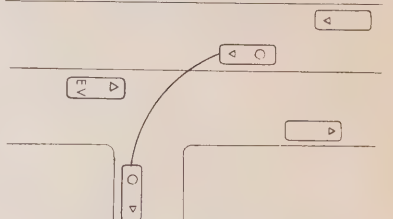


The motorist in this case is driving along with his high-power stereo turned up and is unaware of the emergency vehicle he is obstructing.

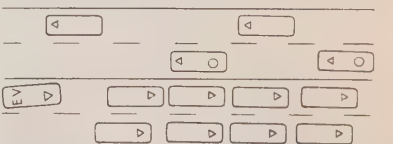
Case: Emergency Blood Run

Metro Toronto Police, in conjunction with the Ontario Provincial Police, are frequently used for the emergency transfer of blood and human organs in and out of Metro. And from time to time, the need is so urgent the victim of an auto accident may be already on the operating table, meaning the need for some special blood type is immediate.

In January of 1984, at the height of afternoon rush hour, a Metro police officer responded to a call for an emergency blood run. The officer was advised by his dispatcher the blood was needed immediately. The OPP



A motorist turns left across the path of an approaching emergency vehicle. This is a dangerous and unlawful manoeuvre. The motorist in this case should have aborted the left turn and immediately pulled to the right and stopped.



An emergency vehicle becomes blocked behind heavy rush hour traffic and cannot proceed because oncoming traffic won't pull to the right and stop.

would be waiting for him at the Don Valley Parkway and the 401. And he was to advise as soon as he had the blood on board.

As the officer proceeded westbound on Bloor St. he was continually having trouble getting through traffic. Although his electronic siren and red lights were on, motorists seemed to be more interested in maintaining their position in the rush-hour traffic flow

life and death . . . continued

than yielding to the emergency vehicle.

On reaching Church St., the police vehicle was westbound in the eastbound passing lane and stopped for a moment at the red traffic signal. A motorist southbound on Church Street waiting to turn left refused to abort his turn but stopped in the intersection.

The officer proceeded slowly through the intersection with all the emergency equipment still activated. Another motorist southbound on Church failed to notice the emergency vehicle until the last moment and crashed into it broadside.

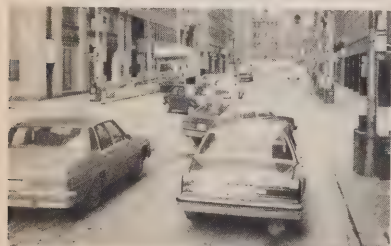
The police vehicle was disabled and unable to continue with the emergency blood run.

Valuable time was lost and an accident resulted because rush hour motorists wouldn't place an emergency vehicle above their quick trip home.

The driver who hit the police car would say later that "if only the driver intending to turn left had forgotten about his turn and pulled to the right or cleared the intersection, I would have been able to see the police cruiser before it was too late."

Case: Shooting

In September of 1984, during the early morning hours, a police officer responded to a shooting at an after hours club. While en route to the scene, proceeding south on Spadina Ave. with the cruiser's emergency equipment activated, he was blocked behind a car which refused to pull over. The officer pulled out to pass the car on the left. At the same time, the car made a left turn into the path of the police vehicle. A collision occurred and the police officer was unable to continue the call.



An emergency vehicle is using the oncoming passing lane to approach an intersection. A motorist travelling in the same direction as the emergency vehicle turns left into the path of the emergency vehicle as it is approaching from behind. In 1984, this very situation accounted for 21 per cent of all accidents during emergency vehicle responses.

Case: Paramedic Ambulance — Heart Attack

During the month of July 1984, a paramedic ambulance unit responded to a heart attack call in mid-afternoon. While proceeding westbound on Dundas St. E. in the passing lane, approaching Belshaw Place en route to the call, a motorist in front of the ambulance refused to pull over even though the siren and red lights were activated.

The driver then began to brake and slow down in front of the ambulance. The driver of the ambulance pulled out to his left to pass and, at the same time, the motorist turned left into the path of the ambulance. The two vehicles collided and the paramedic team was unable to attend the heart attack call. Instead, a regular ambulance handled the call and valuable time was lost.

The motorist in this case broke three separate rules.

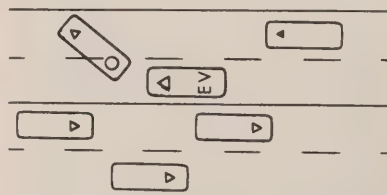
In the first instance, he failed to pull over to the right and stop; then he slowed down in front of the emergency vehicle, blocking its path. Finally he made a left turn directly into the path of the emergency vehicle.

Looking at a case such as this, it would almost lead a person to believe that this motorist was determined not to let the emergency vehicle pass.

The tragedy involved here is that such a scenario could have easily cost the victim his life.



A motorist fails to pull to the right for an approaching emergency vehicle and instead stops in front blocking its path.



A motorist immediately turns to the right and stops, blocking the path of the emergency vehicle.



An emergency vehicle attempts to enter the roadway from a private lot through traffic. Fire and ambulance personnel frequently complain motorists fail to open a path for them when they are attempting to leave their stations.

Stress of the Emergency Vehicle Driver

The vast majority of emergency services personnel are highly trained professionals dedicated to serving the community. They know the importance of rapid response time in an emergency. Most have experienced the heart wrenching feeling of knowing: "If I only could have been there a couple of minutes earlier".

Few people realize the stress placed on the driver of an emergency vehicle.

Unfortunately, the scenario is all too often the same. A call comes over the radio for a baby who has stopped breathing.

Now, with red lights flashing and siren sounding, the driver battles through city traffic, aware that getting there safely is just as important as getting there quickly.

The radio dispatcher calls wanting the estimated time of arrival and advising that the complainant is hysterical and has just dropped the phone. The emergency vehicle driver finds himself in a real pressure-cooker situation.

This kind of stress placed on emergency services personnel, can be described as being unreasonable. So if members of the public would put themselves in the same position, they would better understand the importance of clearing the road for emergency vehicles.

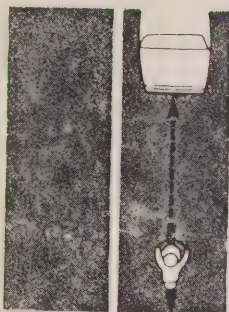
Submitted by Captain Ray Willis of the Toronto Fire Department on behalf of the police, fire and ambulance services committee of Metro Toronto.

Motorcyclists

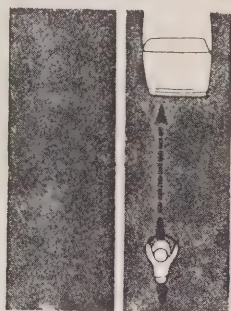
Test your driving skills

You are approaching a row of oncoming traffic on a two-lane highway:

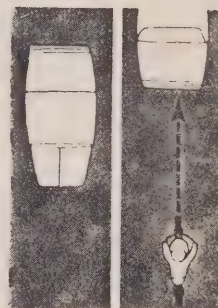
Question: What should you do?



Position 1
Stay left of centre of your lane



Position 2
Move to the centre of your lane



Position 3
Move to the right of the centre of your lane

SAFETY BRIEFS AROUND THE WORLD



JAMAICA: Are the police laying down on the job? Never fear! Signs warning that **SLEEPING POLICEMEN** are just ahead merely refer to speedbumps.

* * *

CANADA: Passengers in small school buses are **SAFER WITHOUT SEATBELTS**, claims a Transport Canada report. Films of crash tests conducted in Blainville, Quebec during 1984 confirmed head injuries were greater for dummies restrained by seatbelts than for those unbelted. The federal department "has reaffirmed the safety features Canada has

incorporated into its school buses — well-padded, high-backed, energy-absorbing seats, spaced at controlled intervals — provide a safe environment without seatbelts," according to the report. Tests on a 22-passenger bus and a 20-passenger converted van showed the heads of belted dummies experienced forces judged to be "life-threatening or fatal".

* * *

SOVIET UNION : Soviet punishment for drunk drivers shows no leniency. Authorities in the U.S.S.R. do not accept ANY

amount of alcohol in the system of a driver — no matter how small. Fines of up to \$155 Canadian can be imposed upon even a first offender, and the offender's licence can be suspended for one to three years. For refusing a breathalyzer test, one can lose a license for a year. As well, if you allow your vehicle to be used by an impaired driver, you can face the same punishment as the offender. The names of impaired drivers are published by the state, and information of the convictions sent to their employers where the details are posted. Could such tough action be a solution here?

Coming Events

July 15, 1985 — 11th. International Forum on Traffic Records Systems, Reno Hilton Hotel, Reno, Nevada. For information contact Ted E. Dudzik, traffic records committee, National Safety Council, 444 North Michigan Ave. Chicago, Ill. 60611, (312) 527-4800.

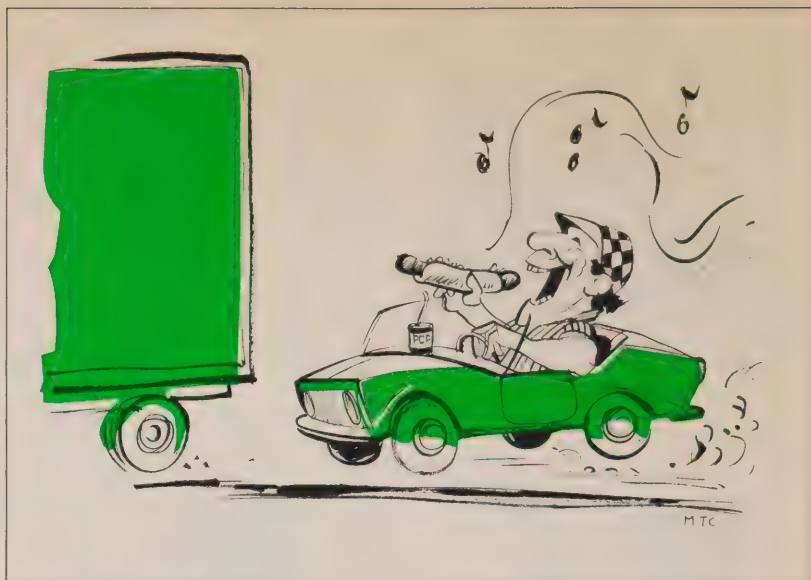
September 9, 1985 — Commercial driving instructor course, Ontario Safety League. For information contact E.L. Moore, manager, traffic safety department, 82 Peter St. Toronto M5V 2G5 (416) 593-2670.

October 7, 1985 — Vehicle accident investigation course, Ontario Safety League.

October 16, 1985 — Human relations course for supervisors, Ontario Safety League.

October 21, 1985 — Motor fleet driver training course, Ontario Safety League.

November 11, 1985 — Techniques of instruction course, Ontario Safety League.



"Driver preoccupation can be fatal."

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

*Margaret Barcza
Tanis Browning
Barbara Maher*

Contributions or queries should be addressed to the editor:

ISN 0702-8040

Test your skills — answers

Motorcyclists don't have the protection around them that other drivers have. So, they have to make their own protection.

A motorcycle rider has some choice of where to ride in the lane. The general rule is left of the centre of the lane.

However, there are exceptions to this rule. For example, when approaching a row of vehicles coming in the opposite direction, you should move to the right of the centre of your lane. By doing this you allow the largest possible space cushion between yourself and the oncoming traffic.

ontario traffic safety

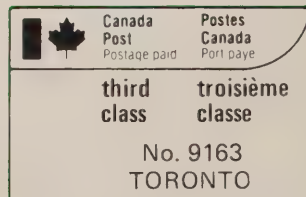
Published for those interested in traffic safety. Contents may be reprinted without reference to the Ministry of Transportation and Communications except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, MTC, 1201 Wilson Ave., Downsview, M3M 1J8:

*Editor: Miss Terry Di Carlo
(416) 248-3501*

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Ontario Traffic Safety



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Transportation and
Communications



FALL 1985

Penalty for NSF cheques

Has your cheque payable to MTC been returned by the bank lately?

If so, don't be shocked if you can't get your renewal sticker for your vehicle next time you go to an issuing office.

On Aug. 1, Ontario's vehicle computer was reprogrammed to keep records on all "bad" cheques used for vehicle registration and retail sales tax payments.

Vehicle owners will be notified immediately by MTC if their cheques are returned by the bank. Failure to pay within 30 days of the date of the notification letter, means an additional penalty of \$5.00 per set of plates or 10 per cent of the total amount owing (whichever is greater) will be assessed.

If the total amount owing is not paid before the plates expire, it will be added to the plate renewal fee. And, plate renewal will be denied until any NSF amounts are cleared.

As well, owners who detach their plates from a vehicle and allow them to expire for more than six months will not be issued new plates until any NSF amounts are paid.

Last year, MTC received about 3,000 NSF cheques totalling approximately \$700,000. So far this year, 4,000 cheques valued at \$400,000 have been returned.

Ontario Transportation and Communications Minister Ed Fulton is concerned.

"In the past, it's been difficult to collect this money because of the time, effort and expense involved," he explained. "But we're confident this new collection system will eliminate that problem."

For those who have unpaid parking fines, look out. The second phase of the collection system which includes penalties for parking fines will go into effect next year.



... so, drive carefully

September means school kids are on the road again.

They come brightly clad and neatly packaged in clearly marked school buses. And, after alighting from their shiny yellow coaches, lots of them don't look before rushing across the road.

Drivers beware!

The "kiddie carriers" are equipped with extending stop arms and flashing red lights. Watch for these mechanisms. If you see them — stop. Someone's child is getting off the bus and may step in front of your vehicle.

But it's o.k. — if you're stopped.

When school buses stop, extend their stop arms and flash their lights, traffic must halt in both directions. It keeps the children safe. It's smart. And it's the law.

School buses aren't the only place you'll see youngsters.

During the school year, the streets will be speckled with students. They'll be skipping along with chattering heads gathered effortlessly in a common centre and their corresponding limbs respectively extended.

The budding executives and Einsteins-to-be will often be too preoccupied with their master plans and developing theories to check traffic before they cross the road.

So, drive carefully. Watch for children because they don't always watch for you.

ALL THOSE WHO LIKE TO RIDE AFTER A FEW DRINKS, PLEASE STAND UP.



Maybe we're the lucky ones, it's hard to know. Most don't make it at all after a high-speed motorcycle spill. But you should have seen the hospital report. It would have been easier to list what wasn't broken.

Now, after the crash, the hospital, the months of therapy, nobody can figure out how they could ever have been so dumb as to get on a bike after a few drinks.

There will always be some

riders who continue to think just a couple of drinks won't make any difference. They're wrong. Probably dead wrong.

Although these drivers made it . . . there were 123 who didn't in 1984.

And, alcohol and driver error were still major components in over 50 per cent of those fatal accidents.

In fact, 57 per cent of the drivers involved in fatal motorcycle accidents had been drinking and 58 per cent were

speeding too fast and/or lost control. Both are deadly combinations.

Some 14 per cent weren't wearing helmets and 31 per cent had no valid motorcycle license.

One important fact to note was that 48 per cent of the fatal accidents did not involve another vehicle.

When will they learn? Motorcycles are not toys!

Safe driving tips. . .

During warm summer days, it's difficult to imagine that the blustery days of winter are just around the corner.

With that in mind, motorists should begin to think about winterizing their vehicles in preparation for that first unexpected snowfall.

Remember . . . snow tires and antifreeze are important musts to get your car safely through winter. And all drivers should learn how to cope with the hazards of ice, snow and freezing rain.

For example, when driving on icy roads, brake smoothly and far in advance of any stop to ensure you avoid an accident. Snow tires or chains are a big help in winter, but there's still a much greater braking distance for snow or ice-covered roads than dry pavement.

Also before driving on a winter day, motorists should ensure the windshield, rear and side windows, rear-view mirrors, brakelights and headlights are clean and free of snow.

In snow or freezing rain, an ice scraper with an ice-melting chemical is helpful in clearing all windows. The hood and roof should be clean.

One typical winter driving problem is foggy windows. The defrost feature on a car's heating and ventilation system should clear most fog as will leaving a sizeable opening in the window.

The following will also help your car function better under extreme cold weather conditions:

— a block heater to warm the engine before starting;

— a small container of lock antifreeze in case door locks freeze;

— fuel-line antifreeze and a gas tank more than half full will prevent fuel line freezing. The extra weight of the full tank will also provide better traction for rear-wheel drive vehicles. If stuck in a snowstorm, the extra fuel will come in handy to keep the car warm and running until help arrives. But be sure to keep the windows open (even a little) to prevent carbon monoxide poisoning. And only run the engine for a few minutes each hour.

While no one likes to think about a car breakdown, many do occur. The right equipment can help you cope under severe driving conditions.



ADDICTION RESEARCH FOUNDATION



INFORMATION BY TELEPHONE

Get answers to your questions about alcohol and other drugs in complete privacy. Simply call and ask for any of the audiotapes listed below by code number.

IN METRO TORONTO CALL

595-6363

ELSEWHERE IN ONTARIO, CALL TOLL-FREE

1-800-387-2916

ALCOHOL

- 101 Facts on Alcohol: What It is and How it Affects Us
- 102 Facts on Alcohol: The Short-term Harmful Effects
- 103 Facts on Alcohol: The Long-term Effects
- 104 Facts on Alcohol: Identifying Alcoholism
- 105 Facts on Alcohol: Drinking and Driving
- 106 Facts on Alcohol: Facts and Fallacies about Alcoholism
- 107 Alcoholism and the Family: The Spouse
- 108 Alcoholism and the Family: The Children
- 109 Can Alcoholics Recover? A Look at Treatment Research

DRUGS

- 201 Cocaine
- 202 PCP
- 203 Cannabis (Marijuana and Hashish): What It is and How it Affects Users
- 204 Cannabis (Marijuana and Hashish): The Effects of Long-term Use
- 205 Minor Tranquilizers: What They Are and How They Affect Users
- 206 Minor Tranquilizers: Effects of Long-term Use
- 207 Barbiturates and Other Sleeping Pills: What They Are and How They Affect Users
- 208 Barbiturates: The Effects of Long-term Use
- 209 Too Much Caffeine? What It is and How it Affects Users
- 210 Too Much Caffeine? Effects of Long-term Use
- 211 Amphetamines: What They Are and Who Uses Them
- 212 Amphetamines: Effects of Long-term Use
- 213 LSD: What It is and How it Affects Users
- 214 LSD: Effects of Long-term Use

- 215 Heroin and Other Narcotic Analgesics: What They Are and How They Are Taken
- 216 Heroin and Other Narcotic Analgesics: What They Are and How They Affect Users
- 217 Heroin and Other Narcotic Analgesics: The Effects of Long-term Use
- 218 Tobacco: What It is and How it Affects Smokers
- 219 Tobacco: Effects of Long-term Use
- 220 Inhalants: What They Are and How They Affect Users
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Dial-a-Fact
Addiction Research Foundation
33 Russell Street
Toronto, Canada M5S 2S1

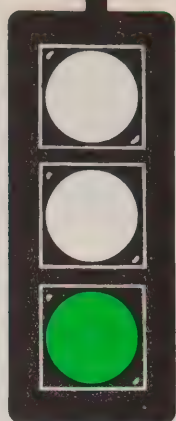
Here's some equipment useful in such an emergency: flashlight, screwdrivers, pliers, flares, first aid kit, blanket, tire gauge, car jack, tire wrench, spare tire, spare fuses and lightbulbs, extra windshield washer fluid, battery jumper cables, shovel, bag of sand or traction pads, ice scraper and snow brush, towing

cable, non-perishable foods, i.e. peanuts.

If your car breaks down and you can help repair it, such items will come in handy. Otherwise, stay in the car and keep warm until help arrives.

This year, don't be left out in the cold because of winter driving. Think ahead and be prepared!

Stop Think GO



with

First Aid For Drivers



There's an accident up ahead. And someone's hurt!

You want to stop and help, but don't know what to do.

Each year, over 4,000 Canadians are killed and over 225,000 are injured in traffic accidents. Many lives could be saved and the chances for recovery improved by effective first aid at the scene.

St. John Ambulance — Canada's leader in first aid training — with the help of Allied Van Lines has developed a first aid course for drivers so they will know what to do at an accident.

The course has been in the making for about three years and is now

available to the public. St. John and the commercial driving industry expressed concern that drivers need to know what to do in an accident situation. This is especially true with employees who spend virtually all of their working time on the road.

Most people taking the course have done so on their own initiative because they, themselves, or a close friend/relative, was involved in an accident.

In just four hours, drivers learn the basic first aid skills and procedures needed to hopefully maintain life until medical help arrives. They learn to control the accident site; which injuries to treat first, and how to care for the injuries most common in vehicle accidents.

Two realistic films "Cry for Help" and "First Aid for Drivers", along with practical hands-on exercises, give "students" the confidence to give artificial respiration, control bleeding, care for burns, treat neck and back injuries, etc.

The main emphasis is "DON'T PANIC". So, drivers are taught the first thing to do at the scene of an accident is to take a big, deep breath to calm down. This allows one to think clearly and appropriately without adding to the confusion.

Some companies have trained members of their staff to teach the course at their own convenience and less expense. It's also now a part of a

classified driver improvement program developed by the Transportation Safety Association for its member firms.

St. John Ambulance director of communications Jean Cochrane, says: "our long term goal is to see first aid training made mandatory for all drivers, as it is in several European countries."

"At present we are concentrating our first efforts on commercial drivers and students."

Drivers interested in increasing their awareness of how accidents happen and how they can become safer and responsible drivers should contact their local St. John Ambulance branch and regional managers listed in their telephone directories or through the provincial office at 42 Wellesley St. E., Toronto, Ont. M4Y 1G5, telephone (416) 923-8411.

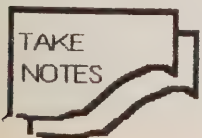
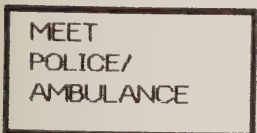
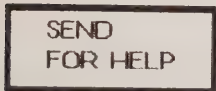
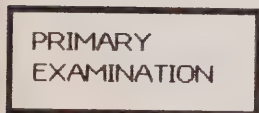


St. John instructor Bruce Hunter demonstrates correct application of a short spine board.

REMEMBER

**Carry a first aid kit in your
vehicle — learn how to use
it — and DRIVE SAFELY!**

ACCIDENT SCENE MANAGEMENT



Remain calm:

- take a deep breath
- organize your thoughts
- act accordingly

Look for hazards as you approach the scene

- fallen electrical wires
- leaking gas tanks
- heavy traffic

Protect yourself and others from existing hazards and do not create new ones:

- park your car on the shoulder, away from the accident
- turn on your 4-way flashers
- turn off ignition and lights on accident vehicles

Take command. Begin by assigning tasks to others:

- controlling traffic
- sending for help
- assisting in the care of injuries

Check for life-threatening injuries and treat first:

- breathing emergencies
- severe bleeding
- unconsciousness

Make sure that the Police know:

- where you are
- how many are injured
- what the injuries are
- any special conditions such as fire, fallen wires

Re-assess the situation:

- make sure that everyone is accounted for
- treat other injuries
- send for more help, if needed

Explain to the Police/Ambulance as they arrive on the scene:

- what you know
- what you suspect
- what you have done

Write down the details while fresh on your mind. These should be:

- dated
- signed

Gulliver tells it like it is . . .

Drinking and driving has gone to the birds: Gulliver the friendly bird that is.

Appealing to the young inquisitive minds, Gulliver provides information on the effects of drinking and driving.

And, where can you find Gulliver? Wander over to Future Pod at Ontario Place, touch a button and he will appear on one of the video terminals.

With over 40,000 participants using the terminals, he's been the star of the show.

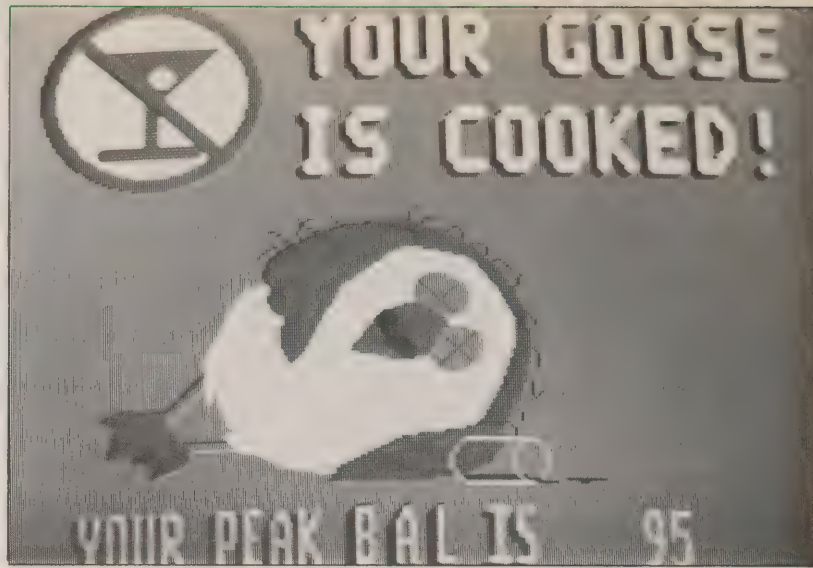
A neutral character no one will feel threatened by, he's a harmless bird merely "telling it like it is".

At the push of a button, Gulliver asks the participant's weight, sex, body type, number of drinks consumed and time taken to consume the drinks. A mathematical calculation is performed, using the information entered, to calculate the blood/alcohol level.

Depending on the information entered into the program, Gulliver may respond: "Caution", "Warning", or "Your goose is cooked".

The program then goes on to give characteristics of a person who has consumed drinks at four different levels, and how each level can affect their ability to drive. He points out many people aren't even aware low levels of alcohol in their blood can affect their reaction time and ability to think clearly.

Young people in particular like Gulliver. He helps keep the mood casual and informative without being



threatening or sounding like it's just another sermon on drinking and driving. Where did Gulliver come from? He was just a lonely statute sitting on someone's desk when the bright idea occurred to use him in telidon graphics.

So, with the expertise of Pixel Productions and the marvels of telidon graphics, Gulliver came to life on a video screen.

Although the details of how he was created is fascinating, the message he has to offer is much more important to future and present drivers on Ontario's roads: It may save a life.



Prepare to stop!

A new sign was unveiled recently in the eastbound lanes of the QEW at Grand Ave. in Toronto.

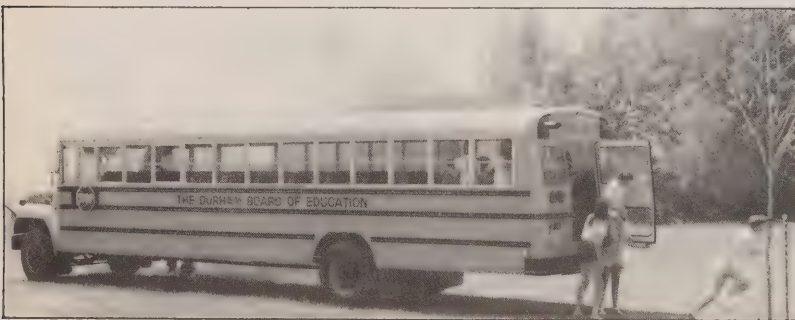
Its purpose? To warn motorists of traffic congestion ahead.

Poor visibility because of a bend in the highway just east of Grand Ave. was causing secondary accidents when approaching traffic was suddenly confronted with a traffic back-up.

Concern expressed by the OPP prompted MTC to investigate. An overhead sign with flashing lights was the solution. Sensory cables placed in the pavement of the back-up location would activate the lights when there was traffic congestion.

Through the joint co-operation between the OPP and MTC a hazardous situation has been improved.

Other jurisdictions are urged to bring forward any problem areas and help make Ontario's roads safer.



Patrollers prepare for school

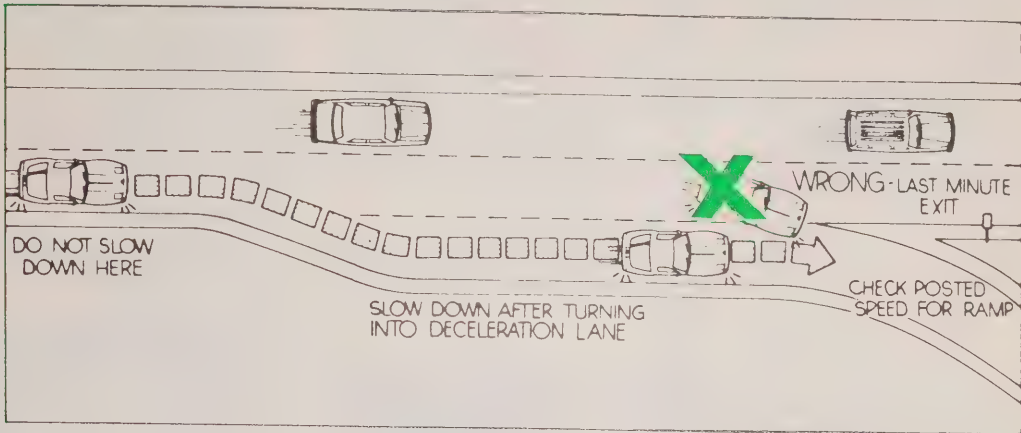
School patrollers were out learning the responsibilities of their job this summer at the CAA school patrol officer training camp in Oshawa.

In preparation for school, they were taught how to operate efficient foot and bus patrols, to conduct patrol meetings as well as receiving on-the-job training at simulated intersections and during school bus emergencies.

Here the bus patrollers demonstrate a rear door emergency exit due to a fire in the front end of the bus. The rear patroller with the aid of a fellow student assists those jumping clear.

Test your driving skills

Leaving a freeway demands as much skill as entering. One common mistake people make is putting on their brakes before driving into the exit ramp. So, do you know how to exit a freeway safely?



Question: What would you do? (Put an "X" beside your response(s).)

With your eyes?

- | | | |
|---|---|--|
| 1. <input type="checkbox"/> Look left | <input type="checkbox"/> Look right | <input type="checkbox"/> Look straight |
| <input type="checkbox"/> Look rear mirror | <input type="checkbox"/> Look side mirror | |

With your hands?

- | | | |
|--|--|---------------------------------------|
| 2. <input type="checkbox"/> Signal right | <input type="checkbox"/> Signal left | <input type="checkbox"/> Slow or stop |
| <input type="checkbox"/> Blow horn | <input type="checkbox"/> Lights on & off | <input type="checkbox"/> Lights off |

With your feet?

- | | | |
|---|---|--|
| 3. <input type="checkbox"/> Increase gas | <input type="checkbox"/> Decrease gas | <input type="checkbox"/> Off gas |
| <input type="checkbox"/> Raise light beam | <input type="checkbox"/> Lower light beam | |
| 4. <input type="checkbox"/> Slam brakes | <input type="checkbox"/> Brake slowly | <input type="checkbox"/> Just touch brakes |
| <input type="checkbox"/> Off brakes | | |

See answers page 8

SAFETY BRIEFS AROUND THE WORLD

U.S.A.: A New York inventor has come up with a device to prevent curious drivers from causing second accidents while viewing crash scenes. This "anti-rubbernecking device" is a three-panel portable barrier which can be easily installed and dismantled in a manner of minutes.

CANADA: All marked and unmarked Ontario Provincial Police vehicles will be operated with headlights turned on 24-hours-a-day. Besides increasing the safety factor for officers, a more visible cruiser should prevent traffic violations by other highway users.

JAPAN: There is a prison in Japan dedicated solely to traffic offenders. Prisoners' diets cost about one dollar per head daily, consisting of mostly rice and barley. The prison houses 224 inmates, two-thirds of whom were involved in accidents causing injury or death and 30 per cent were drunk drivers.

U.S.A.: "Appealing to the other side of the driver", red-lettered PLEASE signs have been attached to several speed restriction signs in Maryland.

CANADA: Smile Canadians, when you see that truck backing your way! Mitsubishi Electric has introduced a television camera that can be mounted on the back of trucks, buses or vans. This camera is attached to a 6-in. screen in the cab of the truck and has a distance grid eliminating blindspots. The camera provides distance viewing of about 15 metres. For the past 10 years, this device has reduced vehicle damage and saved lives in both the U.S. and Japan, and now it's available in Canada.

Coming Events

October 6, 1985 — Ontario Traffic Conference parking workshop, Quality Inn, Royal Brock, Brockville, Ont. For information contact Ms. A. Easson, 20 Carlton St., Toronto, M5B 2H5, tel. 598-4138 or Tom McAneney, City of Brockville, tel. (613) 342-8772.

October 7, 1985 — Vehicle accident investigation course, Ontario Safety League. For information contact E.L. Moore, manager, traffic safety department, 82 Peter Street, Toronto, Ont. M5V 2G5.

October 17-23, 1985 — School safety week 1985.

October 21, 1985 — Motor fleet

driver trainer course, Ontario Safety League.

October 27, 1985 — Ontario Traffic Conference safety officers workshop, Skyline Hotel, Rexdale, Ont. For information contact Ms. A. Easson, tel. 598-4138 or Sgt. John Kenyon, Hamilton-Wentworth Regional Police, tel. (416) 522-4925, ext. 249.

November 11, 1985 — Technique of instruction course, Ontario Safety League.

November 18, 1985 — DDC instructor development course, Ontario Safety League.

Test your skills — answers

Freeway driving makes heavy demands on drivers. It requires knowing where you're going before you get there (looking far ahead of you) as well as making quick decisions. Hesitation can cause serious accidents.

So, when you're exiting from a freeway, do it safely by following these important steps.

With your eyes?

1. Look straight — Look far enough ahead so you don't miss your exit. And, as soon as you see it, prepare to go into the deceleration lane.

With your hands?

2. Signal right — Signal your intention to exit and get into the deceleration lane.

With your feet?

3. Decrease gas — Begin to slow down *after* getting into the deceleration lane. Do not slow down before you get into it because following traffic is moving quickly and sudden braking not only impedes the traffic flow, it can result in a rear end crash.
4. Brake slowly — Be prepared to stop at the end of the exit ramp. There will usually be a stop sign or traffic light. And, always watch out for other vehicles.

Staff writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

Margaret Barcza
Tanis Browning
Heidi Thiessen
Rae Lindsay
Pandora Waldron

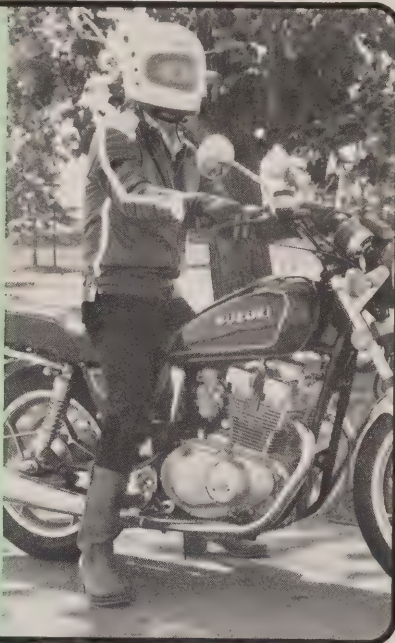
Contributions or queries should be addressed to the editor.

ISSN 0702-8040

THIS IS THE LAW

Did you know that

No person shall ride on or operate a motorcycle or motor assisted bicycle on a highway unless he/she is wearing a regulation helmet and the chin strap of the helmet is securely fastened under the chin.

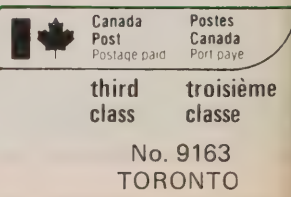


ontario traffic safety

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Hon. E. M.S.S.

Editor: Miss Terry Di Carlo
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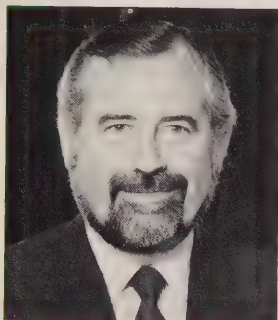




WINTER 1985

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Holidays!



During this happy time, may I urge each of you to give some special thought to what safe driving means to you, your families and every citizen.

The tragedy of accidental death and injury on Ontario's roads has no place in our midst at Christmas. Nor at any other time of the year.

A split second's carelessness at the wheel can mean untold pain and suffering for the victims and survivors of traffic accidents. More so during the festival of Christmas.

Allow me then, on behalf of Ontario's Ministry of Transportation and Communications, to extend my personal best wishes for a most safe and happy holiday season to all readers of Ontario Traffic Safety!

Ed Fulton

Ed Fulton
Minister

Crackdown proposed

The Ontario government is cracking down on Criminal Code offenders and drunk drivers.

The proposed program will impose longer suspensions on drivers convicted of driving while prohibited or suspended for criminal offences ... particularly those related to alcohol use.

There will be a one-year suspension for a first conviction under the recently-introduced Criminal Code offence of driving while prohibited or suspended. A second or subsequent conviction on the same charge would carry a two-year suspension.

These new suspensions reflect the fact that Criminal Code offences amount to the most serious threats against the safety of other motorists. Not surprisingly, nearly 95 per cent of these convictions involve alcohol.

Last year alone, there were close to 50,000 Criminal Code suspensions ordered in Ontario. Of those,

approximately one-third were repeat offenders.

These are drivers who should not be on the road, at least until they have had adequate time to consider the seriousness of their offences. The longer suspensions will also give them an opportunity to seek treatment, while at the same time removing a potential source of danger from our highways.

The government is also prepared to deal seriously with chronic drinking drivers.

The new proposed program will be aimed at those whose history suggests a problem with alcohol or any other pattern of behaviour which poses a serious risk to others on the road. They will be subject to suspension for an indefinite period. Reinstatement would be conditional on several factors, including medical evidence that the individual had overcome his or her problem.

Snowmobile accidents down

Ontario's winters encourage many to enjoy the sport of snowmobiling.

It also requires others to use snow vehicles to reach remote areas of the province and efficiently carry out their jobs.

Unfortunately, every year injuries and deaths occur as a result of accidents involving these vehicles.

In the 1984-85 winter season, Ontario witnessed a sizeable decline in snowmobile accidents from 578 to 487.

Of the 247 on-highway accidents (51 per cent), there were 11 fatalities and 202 injuries among drivers and passengers.

Of the remaining 240 accidents occurring off-highway (49 per cent), there were six fatalities and 171 injuries among drivers and passengers.

It's important to note that 78 per cent of the on-highway and 87 per cent of the off-highway accidents occurred when visibility was good. This insists driver error played the major role.



Snowmobiles not driving on the paved portion, or shoulder of a highway are required to drive as far away from the road as is practicable under the circumstances.

... continued on page 3

Safe driving tips...

Visibility can be very poor in the best of winter weather conditions. And, this doesn't just mean when it's snowing, sleeting or raining.

Looking at many vehicles during winter months, one observes foggy windows, snow-covered windows and, the worst, taillights covered with snow. How are following drivers to know if the up-front driver stops suddenly when the taillights are covered?

It's only common sense during bad weather to use more consideration and extra care when driving. So, before getting into your vehicle, make sure the windshield, rear and side windows, rear-view mirrors, brakelights and headlights are *clean*.

For snow and freezing rain, use an ice scraper — perhaps with some ice-melting chemical — to clear *all* windows. And, *don't forget to clean off the hood and roof* so the snow can't fly up or block your view. Also, remember to check the windshield washer fluid bottle is full.

If you plan to leave your car outside overnight — and freezing rain is expected — it's a good idea to cover your windshield with

cardboard. This will save you a lot of work in the morning.

Another typical problem is foggy windows. When the air inside the car is considerably warmer than that outside, moisture condenses on the windows. Use the defrost feature on your car's heating and ventilation system to clear away the mist. Leaving one window open a crack will also help prevent the windshield from fogging up.

When conditions make your windows foggy, turn on your headlights. While this won't help you to see much better, it will make it easier for other drivers to see you. Other drivers may not be smart enough to keep their windows clear.

So, remember, use a little common sense and improve your visibility during winter months.



MTC's winter road information Centres

Well, winter's here. And, it means unpredictable weather conditions and slushy, icy, snow-covered roads.

Remember, this year be smart and before setting out onto our highways, check with MTC's winter road information centres to find out road conditions.

The service is made available to you, the drivers, in the interest of safety. Use it.

The centres located throughout the province have up-to-date information on the condition of all provincial and secondary highways 24-hours-a-day, seven-days-a-week during the winter months.

Information on winter road conditions may be obtained around-the-clock by telephoning the list below of highway information numbers in Ontario.

Bancroft..... (613) 332-3621
 Barrie..... (705) 835-3014
 Belleville..... (613) 962-3451
 Brockville..... (613) 345-3560
 Burlington..... (416) 639-2427
 Chatham..... (519) 354-7504
 Cochrane..... (705) 272-5775
 Cornwall..... (613) 933-4012
 Hamilton..... (416) 639-2427
 Huntsville..... (705) 789-4483
 Kenora..... (807) 548-5910
 Kingston..... (613) 544-2523
 Kitchener..... (519) 743-2621

Lindsay..... (705) 277-3333
 London..... (519) 681-2047
 Midland..... (705) 835-3014
 New Liskeard..... (705) 647-8104
 Niagara Falls..... (416) 682-6641
 North Bay..... (705) 474-0044
 Orillia..... (705) 835-3014
 Ottawa..... (Eng.) (613) 745-7049
 Ottawa..... (Fr.) (613) 745-4166
 Owen Sound..... (519) 376-9683
 Pembroke..... (613) 735-4186
 Peterborough..... (705) 277-3333
 Port Hope..... (416) 885-6351

Preston..... (519) 743-2621
 St. Catharines..... (416) 682-6641
 Sarnia..... (519) 542-7718
 Sault Ste. Marie..... (705) 256-2855
 Stratford..... (519) 271-8321
 Sudbury..... (705) 522-0388
 Thorold..... (416) 682-6641
 Thunder Bay..... (807) 475-4251
 Toronto..... (416) 248-3561
 Trenton..... (613) 962-3451
 Waterloo..... (519) 743-2621
 Windsor..... (519) 253-3536

Photo on licences

Having a photograph on a driver's licence isn't a new idea.

The fact is, way back in 1909 when chauffeur's licences were first introduced here in Ontario ... so were photos on licences ... a practice which continued for decades. If it was a good idea the first time around, then it's probably still a good idea ... and in early February, 1986, Photo Licensing becomes official in Ontario.

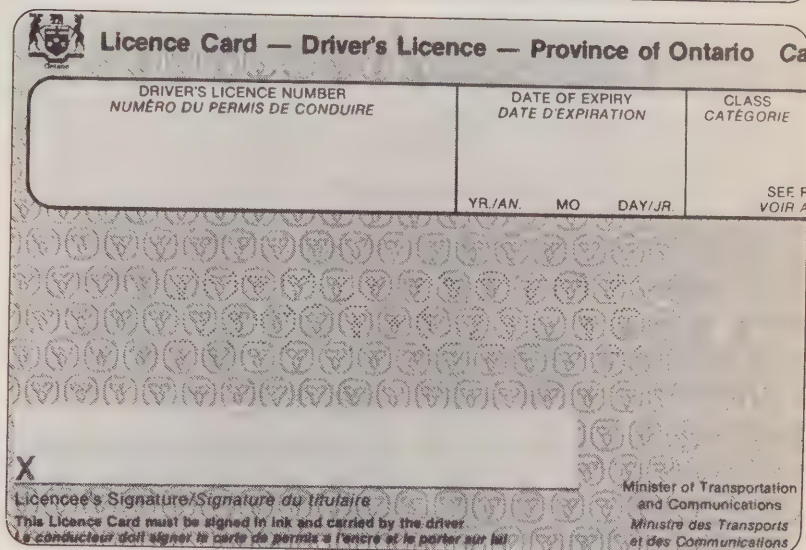
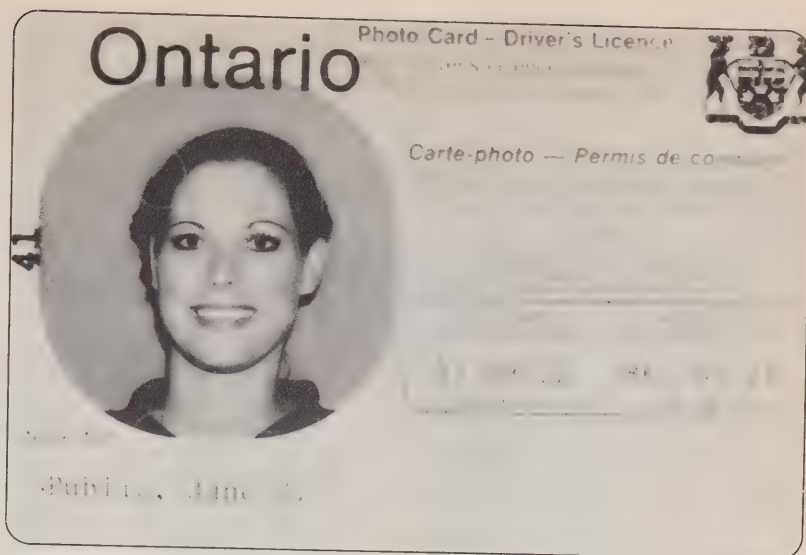
According to Sharon Bagnato, member of the Photo Licensing Communications Task Force: "Other licensing systems were studied across Canada and throughout the United States, taking into consideration ... money, time, benefits and compatibility with our computer enquiry network. The two-part photo licensing system consisting of a laminated Photo Card and Licence Card ... similar to that used in Alberta and Virginia ... was chosen because it best suited our purposes".

The program will be phased in over three years as current driver's licences come due for renewal. A new photo will be taken each time a licence is renewed, replaced or if the driver's name is changed.

You can have your photo taken at any ministry Photo Site ... and once you reach the counter it should only take about four to five minutes of your time. Photo Sites will be located at driver examination centres and driver and vehicle licence issuing offices where you now go for your plate sticker.

There's a widespread practice among suspended drivers to borrow or steal another's licence so they can continue driving. These licences have been used for many types of fraud, ranging from writing bad cheques to driving while suspended. They have also been used to obtain false identity documents.

The driver's signature which appears on the Photo Card provides protection against fraud. Since the Photo Card is laminated the signature can't be altered nor can the photo be removed or substituted. This is an added advantage in recognizing the photo licence as a secure form of identification.



New photo licence appears in two parts — photo card and licence card with all the pertinent data on it.

Snowmobile accidents ... cont'd. from page 1

All snowmobilers should be aware of the laws outlined in the Motorized Snow Vehicles Act introduced in 1980. Special attention should be paid to the conditions governing operator age. And all snowmobilers are urged to participate in the training programs available throughout the province.

Before beginning a trip, they should protect themselves from possible injury by following a few simple rules:

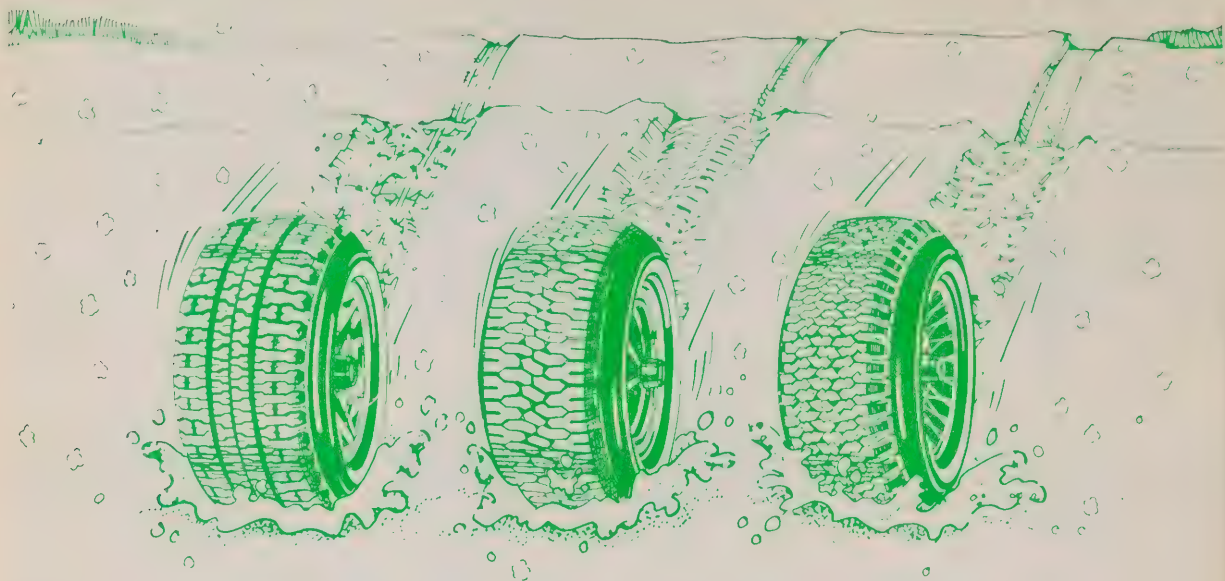
First, it's impossible to safely combine drinking and operating a motorized snow vehicle. Last year, nearly half of the fatally injured snowmobile drivers had been drinking. In addition, the wearing of

proper snowmobile clothing, including an approved safety helmet is a must.

Many motorized snow vehicle accidents occur because the operators are not familiar with the terrain they are crossing. It's important to remember hard objects may be obscured by snow or fading light conditions. Snowmobilers should avoid lakes and rivers and, when operating along public roads, be aware of their own vulnerability in comparison to other larger and heavier vehicles.

Finally, ride with a friend, notify others of your destination, and indicate your anticipated time of return.

Traction to keep you moving



Tires.

To most people they're just that: Four round rubber cylinders filled with air that keep your car up off the road.

Start talking steel belted radial, bias-ply, or high performance tire and you'll leave most folks flat. So to speak.

But the importance of tires can mean the difference between safe driving and climbing into a time bomb each morning, particularly in the winter when traction on slippery roads is at a premium.

Possibly the most confusing part of buying tires (after enduring endless commercial scenes of screeching brakes, smiling cavemen and crawling babies) is the technical jargon. Just what exactly does one need to know about tires to choose the right kind for their car?

For starters, there's the basic construction. There are three types of tires: radial ply, diagonal (or bias) ply and bias-belted ply. Ply refers to the layer of parallel cords making up the main body (or carcass) below the tread.

Radial tires, fast becoming the most popular (particularly with the advent of "all-season" radials) have body cords that run radially, perpendicular to the direction of travel.

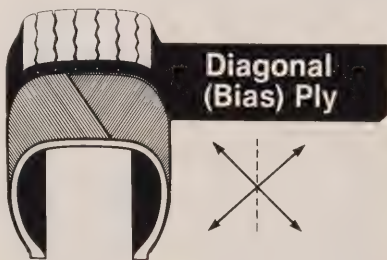
The flexible sidewalls of the radial cushion road shock with a minimum of friction and heat. Two or more stabilizing belts encircling the tire

add support and help hold its tread grooves open for good traction.

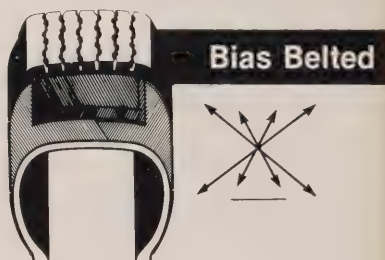
The belt (or belts) enable the tread pattern to resist the normal tendency to squeeze close during contact with the road. This prolongs tread life.



Bias (diagonal) ply tires have two or four layers of criss-crossed body plies. A standard tire construction in the industry for years, bias ply tires have flexibility and two-directional strength.



Bias-belted tires are similar to bias ply in that they have the basic criss-crossed pattern. But circumferential belts have been added to the body. With the sidewalls providing the cushioning, the belts help reinforce and stabilize the tread for longer wear and better mileage than with regular bias ply tires.



Burning up the track (ahem!) have been all-season radials, first introduced to the North American market in 1978.

The all-season concept came into being for two reasons: first, the 'grooving' of highways, which tended to cause ribbed tires to align with the grooves in the pavement. The result was the feeling of a lack of control for the driver known as 'groove wander'. Second, tests showed that a 'less aggressive' tire than the standard mud-and-snow type would provide suitable traction, while at the same time eliminating the need for seasonal tire changes.

s winter

The all-season tread pattern features many individual elements with a large number of biting edges and void areas which act as self-cleaning mechanisms when driving in snow. In addition, the more refined tread makes the tire much less noisy than a regular snow tire.

The popularity of the all-season radial has been so great it has virtually replaced both rib-type and winter tire sales to the point it was specified equipment for all 1985 passenger cars (with the exception of American Motors vehicles, one model at Ford and those cars equipped with "high-performance" tires).

Tires are rated according to their "aspect ratio": the relation between the height of the tire and its width. They are then gauged according to a "series".

For example, a standard passenger car tire is generally rated as a 70 to 75-series tire. Its height is approximately 70 to 75 per cent of its width. High-performance "road-hugging" tires, by comparison, are rated in the 60 series range, the height being 60 per cent of the width.

Every tire contains tread wear indicators, a 2 mm strip of metal located at six equally-spaced locations around the tire, running across its width. When you see the



Ontario's winters demand proper tires to ensure safe driving.

metal bar, you know it's time for a new tire; the tread has worn too thin. It's also a legal requirement under Ontario's Highway Traffic Act.

The best tires to buy? Try radials.

The only potential drawback with radials is that it's a less forgiving tire. In terms of misalignment or not keeping the proper tire pressure, it's more susceptible to damage.

The HTA specifies that car owners cannot mix tires, for example, by putting radials on the front and bias tires on the rear of the car.

Never have radials on front with bias on the rear. It results in instability, resulting in steering and braking problems because of the differing traction capabilities of the tires.

As far as mixing tread types or tires

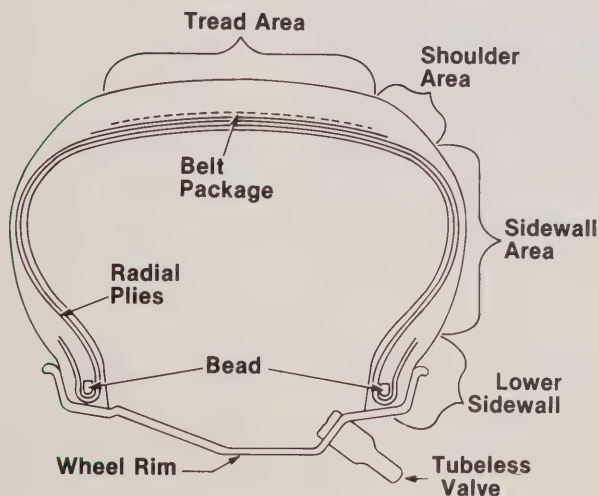
by different makers on your car, as long as the rating is the same there shouldn't be any problem, provided you aren't mixing ply types.

In terms of using all-season radials for year-round driving, the only major drawback they possess is that they're more prone to irregular wear.

Although in some cases a car may need a true winter-design tire. Overall the all-seasons overlap winter designs. Only the very best winter designs often out-do the all-season radial.

Goodyear for instance, uses a fleet of 40 to 90 airport limousines to test its radial tires. But while some of those tires have lasted up to 160,000 km, the consumer can expect a well-maintained set to last an average of 80,000 to 100,000.

Components — Radial Tire



Third light reduces rear-end collisions

Studies in the U.S. have demonstrated that a high-mount brake light seems to be the most effective way to prevent rear-end collisions.

At present, there are several multiple high-mount brake lights on the automotive market, some functioning as high-mount turn signals. Concern has been expressed as to their effectiveness compared to a single light.

These lights became standard equipment on U.S. passenger vehicles with the 1986 models. Transport Canada has proposed a similar lighting standard for all 1987 passenger vehicles.

Single, high-mount brake lights are readily available at most automotive outlets and suppliers across Ontario.

Studies on daytime running lights



The vehicle used in the study was equipped with various lighting setups from parking lights to specially constructed lamps. Observers recorded their responses to the different light intensities.

From a distance, they may have looked like spectators at a tennis match, heads moving in one collective 180-degree motion.

But for the group of transportation and safety representatives who (under full cloud cover) gathered on the tarmac at Downsview Air Base in October, it was a match of a different kind. It was also a chance to participate in testing the feasibility of using vehicle running lights during the daytime to reduce accidents.

About 30 observers, including representatives from MTC, Transport Canada and the Canadian Safety Association (as well as a contingent of students from local Downsview Secondary School) jotted down notes as a test car, outfitted with a panel of lights at different positions across its grill, whizzed past at varying speeds.

In charge of the demonstration was Kenneth Macintyre, vice-president of engineering for Dominion Automotive Industries Inc., which held the test after being approached by Transport Canada and MTC.

The purpose was to test the visibility of proposed daytime running light (DRL) equipment and evaluate light intensities and the separation required for effective turn signal operation in combination with upper-level DRLs.

According to a \$1.4-million program conducted in Saskatchewan in 1984, the use of running lights during the daytime could reduce accidents by an average of 20 per cent.

Based around a public campaign entitled 'Lights on For Life', the Saskatchewan findings were bolstered by test results from other

countries such as Finland (32 per cent accident reduction), Sweden (average 18.5 per cent) and by results from private companies like Greyhound Bus Lines (10 per cent) and AT&T (45 per cent after two years).



Kenneth Macintyre (left) from Dominion Automotive Industries Inc., was in charge of the demonstration.

MTC safety co-ordination and development office's Barbara Bisgrove said the ministry has become involved in working with other provinces "to try and put something together for all the provinces.

"Alberta is going to write a draft for a brochure," said Bisgrove, adding

that her office is working on developing effective posters for a campaign. As well, Transport Canada is putting together a manual for fleet managers.

Macintyre said the issue has picked up pace over the past several months with experts examining three basic forms of DRL: the use of existing high-beam lamps run at 10 per cent normal intensity, possible modifications to the turn signals for use as DRLs and the use of a separate lamp system.

The modified high-beam system has proven (at a cost of about \$13) to be the cheapest method so far, said Macintyre, whose own car is equipped with a device which turns on the modified beam only when the ignition is on, preventing the battery from running down.

The other two systems would 'probably' require more costly modifications on the part of either car manufacturers or owners, he said.

Transport Canada is in the process of compiling the data gained from the test into a set of specifications.

If a program is implemented, government vehicles could be among the first to participate.

However, a decision by MTC will be left up to the Strategic Planning Committee, according to Keith Forker, who oversees the 4,000-vehicle fleet as manager of the equipment engineering office.

"We're taking a position on it for SPC consideration," Forker said.

A DRL program in Canada could save '220 lives and prevent 10,000 injuries' said Macintyre. "What we're after is saving lives and preventing injuries. That's the purpose of it."

Test your driving knowledge

As a driver, could you readily identify these road signs?



(A)



(B)



(C)



(D)



(E)



(F)

See answers page 8

SAFETY BRIEFS AROUND THE WORLD



CANADA: An anti-chase device, invented by a Hamilton-Wentworth Regional Police sergeant, received the blessing of the National Research Council. The simple device is placed in the ignition of a car and activated by a transmitter held by a policeman. The signal cuts the power of the fleeing car when the gas pedal is pushed to the floor. The device is still in the approval stages and legislation would have to be passed to allow such a device to be installed in Canadian cars.

U.S.A.: Traffic court judges viewed a demonstration of a new application to detect drug use at a recent seminar in Berkeley, Calif. The horizontal-gaze nystagmus test measures involuntary jerking in eyes when they gaze to either

side or up. Trained officers can reliably estimate blood alcohol and drug levels based on that measurement. The test is still experimental, but will be used as part of a three-part battery of tests to evaluate impairment. The other tests being the one-legged stance and an improved walk-the-line.

CANADA: The Ontario Police Commission has recommended all provincial and municipal police forces start fingerprinting and photographing suspected drunk drivers before releasing them from custody. The new identification procedure will make alcohol-related driving offences easier to prove in court. The fingerprints and photos will be sent to RCMP and listed on the Canadian Information Centre (CPIC)

computer. This will assist police forces across Canada in identifying an alcohol-related driving offender.

U.S.A.: The AAA announces the availability of their revised Handicapped Driver's Mobility Guide. This one-of-a-kind guide features a new chapter on purchasing electric motor-battery powered specialty vehicles, and an expanded chart provides current information on special parking privileges for handicapped motorists. It includes organizations offering vision and hearing testing and arthritis and muscle fatigue evaluation (all common age-related limitations). The guide is the cornerstone of AAA's Handicapped Driver Research Program.

THIS IS THE LAW

Did you know that

An amber arrow signal has essentially the same meaning as a circular amber signal except that, if you cannot stop safely, you may go through the intersection in the direction indicated by the arrow.

The amber arrow is being used more to solve a problem with some types of simultaneous left turns. Drivers turning on a green left turn arrow were suddenly faced with a red light. The amber arrow will provide a clearance between the green and the red, warning drivers the left turn signal is ending.



Test your knowledge — answers

- | | | |
|------------------------------|----------------|------------------------|
| (A) lane closure | (B) no passing | (C) narrow structure |
| (D) slow moving vehicle sign | (E) merge | (F) no dangerous goods |

Coming Events

February 3, 1986 — DDC instructor development course, Ontario Safety League. For information contact E.L. Moore, manager, traffic safety department, 82 Peter Street, Toronto, Ontario, M5V 2G5 telephone (416) 593-2670

February 10, 1986 — Fleet maintenance course, Ontario Safety League.

February 24, 1986 — Motor Fleet driver trainer course, Ontario Safety League.

March 24, 1986 — Vehicle accident investigation course, Ontario Safety League.

May 26, 1986 — Advanced fleet driver trainer course, Ontario Safety League.

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

Audrey Buchanan

John Cooper

Contributions or queries should be addressed to the editor.

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ontario traffic safety

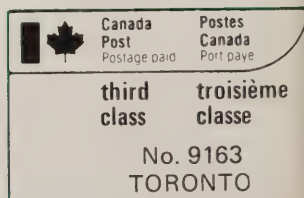
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Ed Fulton, Minister

David G. Hobbs, Deputy Minister

Editor: Miss Terry Di Carlo

(416) 248-3501



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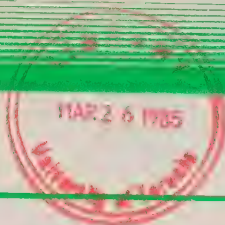
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Ontario Traffic Safety



Ministry of
Transportation and
Communications



SPRING 1986

Photo licences on renewal

Photo licensing is now official in Ontario.

On Feb. 3, residents went to photo sites located across the province to get their pictures taken.

Some, because they had to renew their driver's licences; others because they simply wanted a photo card. Ontario Minister of Transportation and Communication Ed Fulton is pleased to say the response from the community and local citizen interest groups has been positive.

"Finally, people have an acceptable method of identification because a photo licence makes personal identification easier," he said.

It is also a major contribution to law enforcement. It prevents unlicensed and suspended drivers using someone else's licence or someone taking a road test for a friend.

"Most important, we now have one of the best licence security systems in the world", he added. A tamper-proof licence which contains security features to avoid fraud and counterfeiting.

Why was a two-part photo licence system chosen as opposed to the one part? There are two reasons: one, because it is more compatible with the present computer terminals and, therefore, a cost-saving benefit.

Of course, it is also convenient for a change of address. The procedure is the same as before. Drivers just complete and mail the change of address stub on their licence card to the Kingston address shown. No photo is required as the licence card



Ontario Minister of Transportation and Communications Ed Fulton receives the first photo licence in Ontario at the Queen's Park Issuing Office.

will be replaced free of charge.

Photos for all classification, excluding learner's permits, will be taken every three years at renewal time.

Drivers are asked to wait until their licence renewal form arrives in the mail, then go to any of the ministry's 400 photo sites located across Ontario. These can be any licence issuing office, MTC driver examination centre and some OPP detachments in the north.

At the photo site, the driver will fill out the form, show some identification (such as a driver's licence and one other piece of ID bearing a signature), pay the fee and have a photo taken. Simple, isn't it?

At that time, drivers will be given their photo cards and retain their current licence until the new licence card arrives in the mail some two to three weeks later.

Senior citizens over 80 will also have their photos taken every three years, even though they still have to

come in every year for a road test.

The new photo licences will cost \$21 every three years (\$7 per year), but a person may "volunteer" prior to their usual renewal date for a photo licence any time after Feb. 3 and pay \$7.

Anyone who has lost their photo card or licence card can get it replaced at any driver examination centre for a fee of \$7.

As far as suspensions are concerned, drivers will turn in only the licence card and keep their photo card for identification purposes. Upon reinstatement, they must have a new photo taken.

"I understand photo licensing is in all U.S. states and three other provinces," said Fulton. "To my knowledge, they have not encountered any major problems. We do not anticipate many either."

"In fact, after a few weeks of operation, I am pleased to report the system is working well and the response from the public good!"

Safe driving tips...

Rain is a contributing factor in many car accidents.

The combination of the first few raindrops with oil dropped from vehicles on the roads can be deadly. The road surface becomes extra slick and slippery.

In fact, a little bit of rain can be more dangerous than a heavy rain which washes the oil clear off the road after a while.

So, whether you're driving in just a light shower or heavy thunderstorm, all driving manoeuvres such as braking, accelerating, turning, changing lanes and passing need to be done slowly and smoothly.

If there is too much water and the car is travelling too fast, hydroplaning can occur. This is when the tires ride on top of the water — just like a water ski. With the loss of traction, controlling the car is impossible.

The main factor which determines whether tires will hydroplane on a wet road is the speed of the car. The faster you are going the more likely your tires will hydroplane.

Still, tires can hydroplane at very low speeds. You can have partial hydroplaning at speeds as slow as 50 km/h. There is no one speed at which tires will begin to hydroplane.

The only warning you may get is a change in the "feel" of the steering. If the tires are hydroplaning, your car will move in a straight line when you want to turn. Or won't stop when you brake.

Three other factors are the vehicle's weight, condition of the tires, and depth of water.

The lighter the vehicle, the more danger. For this reason, heavier vehicles such as trucks and buses are not as likely to hydroplane.

Also, if tires are under-inflated, the treads worn or extra large, hydroplaning is more likely.

Driving into areas of deep water on a wet road, such as puddles or standing pools in worn areas of pavement, may initiate hydroplaning.

So, to prevent it, remember the following:

- make sure your tires have ample tread depth and the right amount of air pressure in them;
- travel more slowly on wet roads;
- be prepared for loss of steering control in wet weather — especially on corners or curves. Brake before entering the curve.



"In racing, we operate on extremes of performance and danger. . . . It is unthinkable to warm up a race car without buckling the belts. It is like insurance — you don't need it until you really need it."

— Mario Andretti



"Part of learning to drive a car should include how to handle a car, how to get out of trouble. The licence test should include responding to emergency situations."

— Johnny Rutherford

Here Are Some Safe Driving Tips From Andretti and Rutherford

- If using safety belts isn't automatic for you and your family, start using them. Work at it. Make sure everyone in the car is belted in before starting the car.
- Pay attention. Don't let your mind wander. Concentration takes practice, but it means you're alert to potential trouble with your car or another motorist.
- At an intersection or on a winding road with blind curves, expect the possibility of someone running the stop sign or stealing half of your lane. You'll be ready if it happens, and know where to steer to avoid a collision.
- Always drive defensively. Never take other motorists for granted because you can't know what they'll do. Defensive driving helps keep you away from trouble.
- Make sure your car is in top mechanical condition — elementary, but very important.
- Check the tires for proper inflation and good condition. It only takes a few seconds, but remember it is the tires that give your car control on the road.
- Don't anticipate stop lights. Be sure you have a safe right-of-way before proceeding. Taking the few extra seconds can make a world of safety difference.
- Knowing how to drive is easy, but knowing how to control a car in an emergency has to be learned through training. You can't learn by having it described to you. Consider getting professional training in car handling. In an emergency, drivers usually don't act fast enough to avoid a crash because they don't know how to manoeuvre the car, and they freeze. Learning how can save your life — and your family's.



National Safety Council

Smart cycling

Each year with the arrival of spring, anxious cyclists dust off their saddles and take to the roads. Yet each year, an alarmingly large number of cyclists are injured and killed, often because they just aren't visible enough to motorists.

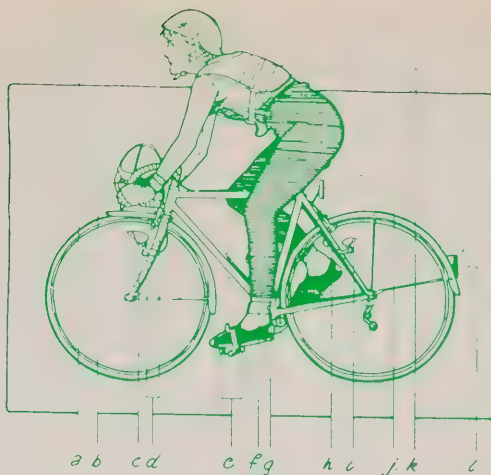
For example, during 1984 there were 50 fatal bicycle collisions and over 4,000 personal injury bicycle accidents.

Possibly many of these may have been avoided if more cyclists exercised greater riding skill and safety on our roads. And skillful, safe riding is not only smart, it's fun.

With that in mind, all smart, safe cyclists should make themselves extremely conspicuous when riding. By wearing bright colours — reds, whites and yellows, a cyclist is visible to motorists. Even from a distance.

In wet or foggy weather, bicyclists should wear bright yellow or other fluorescent outer garments.

At night, cyclists should have their cycle and themselves equipped for visibility.



- a) Reflective material on helmet
- b) reflective wristband
- c) front light
- d) reflective tape on forks
- e) pedal reflectors
- f) reflective ankle bands
- g) reflective heel patches
- h) reflective tape on seat stay
- i) rear light
- j) rear reflector
- k) reflective vest
- l) fender-mounted light or reflector.

Toronto City
Cycling Committee

Again, this can be achieved by wearing white or yellow clothing or putting reflective tape on the cycle.

Also, every bicycle should have pedal reflectors and are required by law to have a white front light and red rear reflector. Reflective bands on wrists and ankles as well as reflective material on clothing also adds to visibility.

In the dark, cyclists also have to be extra aware of other vehicles and be prepared to deal with drivers who just don't see them. Remember, reflective

wrist bands make hand signals more visible while dark colours blend with the night.

Dawn and dusk are also dangerous times to ride. When the sun is very low, light comes directly into both cyclists' and motorists' eyes, causing temporary blindness. So when riding directly into or away from the sun, leave extra room for sudden stops or swerves by surrounding traffic and scan intersections extra carefully.

Follow these safety tips . . . and enjoy many safe, fun rides.

Trucks need centre lane for passing

On a three-lane highway, remember the centre lane is also a passing lane.

The Ontario Trucking Association's safety council says using the centre lane as a driving lane creates a dangerous situation for all users of the road by blocking the flow of traffic and contributing to tail-gating and lane-hopping.

Trucks are not permitted to use the lefthand passing lane and need the centre lane to pass or move with traffic. Truck drivers have to shift through a number of gears to attain traffic speed. Thus, when they encounter a slow-moving vehicle obstructing the centre lane, they are forced to suddenly back off from the rear of that vehicle, often at great inconvenience and risk.

On a multi-lane highway, obey the signs: "slower traffic keep right". It is a small courtesy that makes for a safer highway.

A pamphlet "Sharing the Road with a Truck" is available at no charge from the Ontario Trucking Association, 555 Dixon Rd., Rexdale, Ont. M9W 1H8.



MTC's drinking/driving display was designed and built by art and display coordinator George Csihas and A/V producer Geoffrey Frazer for Future Pod at Ontario Place. Visited by more than 750,000 during Ontario Place's May-to-October run last year, the display was also a part of MTC's involvement in Speedsport at Toronto's Metro Convention Centre where it attracted large crowds. The display, consisting of reaction timers, driver simulation equipment and a blood alcohol level monitor, gave many members of the public a chance to test the effect of alcohol on their reflexes under emergency conditions, all safely away from the highway.



“You don’t have to be riding to get hurt in a traffic accident!”

Recent Ontario figures show . . . about one in every five people killed in traffic and one in 15 injured are pedestrians.

Children 15-and-under and senior citizens 65 and over, account for almost half of pedestrian fatalities and more than half of the injuries.

In the age group over fifteen, nearly a quarter of pedestrians killed and nine per cent of those injured had been drinking or were impaired.

Crossing through traffic accounted for nearly a quarter of pedestrian deaths and an eighth of pedestrian fatalities.

Pedestrians may have the right-of-way, but it won’t protect them physically against careless drivers or those who didn’t have the chance to see them.

For example, many believe that because they are on a pedestrian crossover, they are in no danger from vehicular traffic.

Wrong! Figures show that in 1984, two pedestrians were killed and 194 injured while crossing the roadway at pedestrian crossovers.

Pedestrians must remember to be alert when entering crossovers and look both ways before stepping off the curb. A good safety precaution is

to notify drivers of your intention to cross by pointing.

Don’t leave the curb and enter the crossover if a vehicle is so close it’s impractical for the driver to yield the right-of-way. The nearest approaching car should be well outside the painted “X”. And, never assume a driver has seen you. Wait for the vehicles to stop before crossing.

When reaching the centre of the roadway, make sure the drivers on the second half of the street have seen you.

Pedestrians seem to also ignore traffic signals. We all know a RED light means STOP. So, wait for the

light to turn green before crossing. And, stand on the curb, not in the roadway.

An AMBER signal is a WARNING that the light will be turning red. Don’t start across on an amber light. However, if the light turns amber while you are crossing, you have the right-of-way over vehicles until you complete the crossing.

A steady GREEN light means you have the right-of-way, but you should always be alert for cars making turns. The driver may not have seen you or you could be hidden in one of the car’s blind spots.

Then there is the FLASHING

GREEN light. This means stop for pedestrians. Vehicles can proceed. You can't! So, stay on the curb until the light stops flashing and the steady green comes on.

Most of these intersections also have pedestrian control signals where there is a conflict between vehicles and pedestrian movement. Pedestrians shouldn't start to cross the roadway in the direction of the signal until the WALK or pedestrian walk symbol signal is shown.

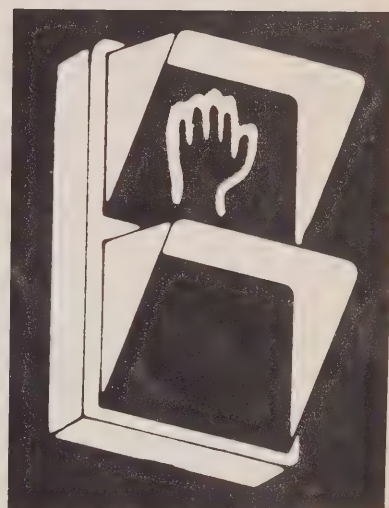
While proceeding across the roadway toward the signal, you have the right-of-way over *all* vehicles. But, remember: use caution in case of careless or inattentive drivers.

While pedestrians have the right-of-way at most intersections, this is not the case at uncontrolled intersections. However, drivers are required to use reasonable care to ensure pedestrian safety.

LEGEND TYPE



SYMBOL TYPE



Pedestrians should not start to cross the roadway in the direction of the signal until the WALK or PEDESTRIAN walk symbol signal is shown.



Make sure cars have come to a stop before stepping off the curb at a pedestrian crossover. Remember, there's always the possibility a driver is not paying attention and doesn't see you... until it's too late.

Of course, pedestrians are not allowed on controlled access highways or municipal roads where the speed limit is 80 km/h (50 mph) or more.

However, if pedestrians must walk on roads without sidewalks, they should wear proper clothing at night. Making themselves visible could mean the difference between life and death.

Remember, a smart pedestrian uses just plain common sense.

So, keep these safety tips in mind and, walk safely!

If you must walk on the roadway, walk facing traffic as close to the left edge of the roadway as possible and wear something light coloured at night.



Brake and steer at the same time

Someday in the not-too-distant future you may be driving home on a winter's night along icy roads, drifting snow casting a gauzy pall across your windshield.

It varies from icy to bare patches, alternating back and forth, when suddenly you hit a stretch of glare ice. You feel the car begin to swerve.

Sound familiar? So, what do you do? In the past, your immediate reaction may have been to take your foot away from the brake and attempt to steer out of the skid.

Instead, you hammer your foot onto the brake pedal. A steady clicking or whirring sound lets you know that everything's okay as you gently ease out of the skid. You've been able to brake and steer, your way out of trouble at the same time.

Sound like fiction? Not anymore, since the development of ABS (Anti-lock Braking System), now featured as standard equipment on the 1986 Chevrolet Corvette and as an option on other GM, plus Ford and some foreign models.

ABS ensures that drivers have one less aspect of their skills to worry about on the road. The computerized system activates when there is a marked difference in wheel speed, the usual result of a car heading for a skid.

Basically, the system controls the tendency of the wheels to lock up during hard braking and allows the driver to steer as well. The sensitive electronics control the braking action by applying a "pulsing" action to brakes, far faster than any driver could pump the pedal.

The three key elements at work are Rotational Speed Sensors (RSSs), an Electronic Control Unit (ECU) and a Hydraulic Modulator (HM).

RSSs are hermetically sealed, corrosion resistant units located at each wheel. The sensors send continuous signals to the ECU, which calculates when a wheel is going to lock, based on averaged information received from the sensors located at the front right and rear left wheels.

This calculation, called the Vehicle Reference Speed (VRS) is compared to the speed of all four wheels.

The ECU, consisting of 60 electronic components on a single board, tests the entire system every time the car is stopped and started. If any defect in the system is detected the entire system shuts down, allowing the regular braking system to kick in.

All the action takes place at the

(HM), a set of solenoid valves controlling brake action and causing a pulsing of from three to 10 times per second, the rate depending on the road traction conditions. The driver continues holding the pedal to the floor during the entire operation. A clicking sound (or whirring noise in a similar model of brake system) lets the driver know the system has taken over.

How effective is ABS? According to John Powell, former professional race car driver and MTC traffic safety consultant, in a word, it's "marvellous".

"What it provides is a tactile, audible warning that you're using comparatively too much braking and the anti-lock is taking over," said Powell.

Because road conditions often vary in Ontario winters, the system provides competent protection against whatever the weather may throw at drivers.

"In Ontario, quite often, you'll be driving along and it'll be 'centre-bare' and clear and then suddenly around a

curve it'll change," noted Powell. What happens next is "decision making" time.

It's normally a choice of whether to brake or steer. "But with anti-lock braking you can combine the two," said Powell. "With anti-lock brakes you have to hammer on the brakes as hard as you can (but) you can steer as well."

All of which would no doubt come as a surprise to the average driver, normally taught to avoid braking in a skid situation.

About the only negative aspect of the system "is that for the average person, it gives them one less decision to make," said Powell. "As cars get better, drivers get worse."

"However, it may be just as well," Powell added, "because ABS overcomes at least part of one driving skill long ignored."

"Out of all the driving skills, the one people practise the least is stopping," concluded Powell. "This anti-lock system really addresses the problem."



Anti-lock braking practically guarantees a straight and true stop because it permits steering control all the way.



With conventional braking, under slippery conditions you can't brake and steer at the same time. You do one or the other.

Test your driving knowledge

As a driver, could you readily identify these road signs?



(A)



(B)



(C)



(D)



(E)



(F)

See answers page 8

SAFETY BRIEFS AROUND THE WORLD



U.S.A.: Drivers can now purchase sunshades for their vehicles and at the same time help free the "fast lanes". The vinyl windshield sunshades (above) bear the familiar phrase "SLOWER TRAFFIC KEEP RIGHT". Printed in reverse, the message can be easily read through the rear-view mirror of the car ahead. Designed as a friendly reminder for slow drivers to move to the proper lane, latest reports indicate it really works.

* * *

U.S.A.: New York became the 32nd

American state to raise its drinking age from 19 to 21, effective Dec. 1, 1985.

* * *

AUSTRALIA: In Melbourne, if you run a red light, they take your picture. Special cameras are set on poles at traffic lights which automatically takes a photo of any car running the red light. It quickly takes another to make sure the red light violator didn't back up into place. The fine is \$90 and there's no appeal.

U.S.A.: On one of Los Angeles's interstate highways, there is a special lane for vehicles with three or more passengers. Two people wanted to travel the fast lane, so they took a coat, stuffed it with towels, put on sunglasses and a hard hat and strapped it in the back seat. This only worked for a couple of days. A sharp-eyed highway patrol officer eventually pulled them over and gave them a ticket. This leaves one to wonder whether traffic flows generally might not improve if policemen cracked down on all cars with "dummies" in them.

* * *

CANADA: "Keep cool or keep off the road." That's what a judge told a motorist fined \$400 for punching a fellow motorist in the nose. Apparently he was in the process of passing when cut off and had to brake sharply to avoid hitting a parked car.

THIS IS THE LAW

Did you know that

Class "G" drivers may operate a privately owned van with a seating capacity of 11 passengers, exclusive of the driver. However, a van with the same seating capacity being used as a commercial vehicle, carpool vehicle or ambulance requires a driver to hold a Class "F" licence. Reg. 462 s. 2(5)



Test your skills — answers

- (A) Reminds motorists they must be prepared to share the road with on-coming traffic.
- (B) Warns of a low subway or underpass ahead. Take care if you are driving a high vehicle. Overhead clearance will be shown on this sign.
- (C) Warns the highway ahead is split into two separate roadways by a median or boulevard. Keep to the right-hand roadway. Each roadway carries one-way traffic.
- (D) Warns there is a truck entrance ahead.
- (E) When pavement is slippery or wet, reduce speed, do not brake violently or change direction suddenly. Increase the distance between your car and the one ahead.
- (F) Warns that paved surface ends.

Coming Events

June 2, 1986 — DDC instructor development course, Ontario Safety League. For information contact E.L. Moore, manager, traffic department, 82 Peter Street, Toronto M5V 2G5 (416) 593-2670.

June 9, 1986 — Fleet supervisor course, Ontario Safety League.

June 30, 1986 — Driver education instructors course for teachers. Applicants must have Ontario teacher's certificate. Location York University Centre for Continuing Education, 4700 Keele St., Downsview, Ont., M3J 2R6 in conjunction with the Ministries of Transportation and Communications and Education and the York Region Board. For information call: (416) 667-2502.

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

Margaret Barcza
John Cooper

Contributions or queries should be addressed to the editor.

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Editor: Miss Terry Di Carlo
(416) 248-3501

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SUMMER 1986

Challenging new motorcycle test

MTC wants aspiring motorcycle drivers to get the most out of their skill tests.

That's why, beginning in June, the ministry will be conducting a pilot project at the John Rhodes Centre, designed to upgrade the current three-part skill testing system. During the project, other motorcycle test centres will continue with the current method.

Working on the basis of American studies, the motorcycle operator skill test (MOST II) has been the object of MTC's interest in finding ways to update the current procedure.

Officials from Michigan State Highway Department will be training examiners at John Rhodes in the basics of the new test, explained centre supervisor Ron Harris.

And there is quite a difference between the new test (which has nine parts) and the one currently in use.

"Oh, heavens, yeah!" said Harris. "Each of the new procedures gets progressively harder than the last." It really puts a motorcyclist's skills to use.

While the current test involves a walk test, serpentine ride and straight-line brake test around pylons, MOST is a model of space-age design, sensory lights and precise accuracy, all laid out on a 15 x 37.5-metre course.

Points are deducted for such things as deviating from the course or incorrect procedure. Included in the test are starting and moving up a hill, sharp turns, accelerating and slowing in a turn, normal stops, quick stops (on straight roads and curves) turning speed selection and obstacle turns. The system uses a standardized set of times and distances, providing an objective assessment of the riders' skills to the examiner," Harris said.

The test is already in use in 16 American states and will be considered for Ontario-wide



In one exercise, the rider accelerates in a straight path until a stop signal comes on. The applicant must stop in the shortest possible distance demonstrating the ability to come to a fast stop using both brakes.

application following the pilot project, Harris noted. Between 3,500 and 4,000 motorcycle drivers are tested on an annual basis at John Rhodes.

The estimated time to complete the test remains the same — about 12 to 15 minutes.

"If successful, then it has the potential of being applied right across the province," said Harris.

As a result of the test's rigorous nature, "the failure rate will (likely) go up," said Harris, while noting that in the long run, the test should eventually produce a better quality motorcycle driver.

Originally considered by MTC in 1977, interest in MOST waned, but was rekindled last year, following Minister Ed Fulton's viewing of a film on it.

Fulton is a strong proponent of safer motorcycling techniques, particularly in light of current motorcycle accident statistics. In 1985, there were 124 fatalities, compared to 142 in 1984. While that was a reduction, such statistics were not acceptable.

"The test is challenging, progressively evaluating the motorcyclist's skills," said Harris.

Licence plates are owner's responsibility

Transportation and Communications Minister Ed Fulton reminds Ontario motorists to keep their licence plates when they sell or scrap their vehicles.

"Owners are responsible for vehicles bearing their licence plates," said Fulton. "If your vehicle is sold, repossessed or wrecked, you should make sure you remove your licence plates to avoid getting any future fines for that vehicle."

In addition, motorists are required by the Highways Traffic Act to keep their plates clean and clearly visible.

"If the paint is wearing off the numbers or letters, owners should purchase a new set from their local licence issuing office," Fulton said.



Push button and cross the road safely

for this reason separate traffic signals were designed for pedestrians.

Everyone is familiar with the white pedestrian "walk" symbol, and the orange hand outline "don't walk". To get a "walk" symbol where available, a pedestrian simply pushes a button to enable the traffic signal equipment to indicate a "walk" indication. If the button isn't pushed, the "don't-walk" remains on.

When the "walk" does come on, it's still very important to check the traffic before stepping off the curb. Although pedestrians do have the right-of-way, some quick drivers or those turning right or left may not always see a pedestrian crossing.

Remember, too, it's no good to be "dead" and "right".

Once the "walk" symbol is on and pedestrians start crossing the intersection, they may find the "don't walk" symbol comes on and begins flashing before they finish crossing.

Did you know that the world's first traffic signal, erected in London, England in 1868, was installed strictly for the purpose of allowing pedestrians to safely cross a busy street?

Well, times have changed. And since then, the bulk of traffic signals have been used to control conflicting flows of traffic as well as pedestrians.

The older traffic signals controlled pedestrians and vehicles in the same manner. Often with the same signals. Some separate signals for the pedestrians had the same timing as for vehicles.

This wasn't very effective. Why? Because pedestrians took a lot longer to cross an intersection than a vehicle travelling at 50 or 60 km/h. So, it was



They shouldn't panic. There is adequate time to finish crossing the road long before oncoming vehicles get the green light.

A flashing "don't walk" symbol is essentially the same as the amber for vehicles. It tells them their time to cross will soon be over. Don't start walking when the "don't walk signal" is flashing. It is not only illegal, but you'd never make it across to the other side of the intersection in time.

Be patient. Wait for the "walk" signal to come on again. Remember patience is a virtue.

Drinking/driving statistics down

Is the message getting across?

Latest Ontario MTC figures indicated a decline in the annual number of drivers killed who were impaired or had been drinking.

In 1981, out of 641 drivers killed 376 or 58.5 per cent had been drinking. The 1985 stats revealed that the percentage of drivers killed who had been drinking had declined to 47.1 per cent.

Total 1985 motor vehicle fatalities showed a slight increase over 1984, rising from 1,132 to 1,191, up 5.2 per cent. Injuries during the same period also showed an increase, 97,230 up to 109,169.

However, there was a decrease in the overall number of accidents from 194,787 in 1984 to 189,750 in 1985.

And, an encouraging sign was the decrease in motorcycle driver and passenger deaths — from 142 in 1984 to 123 in 1985, down 12.6 per cent. And bicycle fatalities dropped from 50 in 1984 to 43 this year.

THIS IS THE LAW

Did you know that

When turning to the right or left at an intersection controlled by traffic signals or stop sign, drivers must be very sure they turn carefully and remember to give the right-of-way to pedestrians and persons in wheelchairs crossing at the intersection. HTA 124(6)



Participation makes teaching easier

For Brockville police constable Dave Mitchell, safety is a way of life.

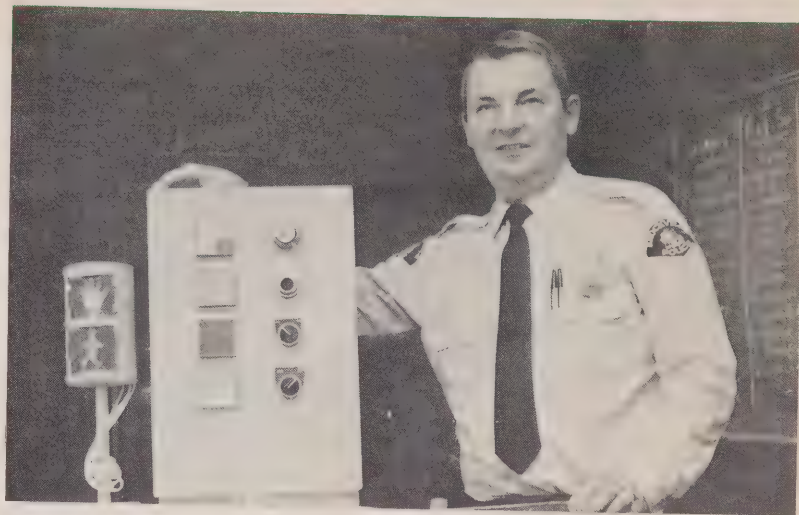
And it's something he wants to pass along to future generations: teaching the basics of pedestrian traffic safety to school children just about every day.

However, when he took on the job last fall, Mitchell found there was a vast difference between good intentions and actually seeing firm results. Especially when you're dealing with a roomful of excitable kindergarten and grade 1 pupils.

The problem he faced was one of insufficient material. There was no good way of getting the safety message across. The solution? It came in the form of a project that soon blossomed into an admirable community-wide effort. The old adage of necessity being the mother of invention never had a better application.

Mitchell now travels to local schools with a scale-model, wooden police car. It folds out into a traffic intersection, complete with cars, playing fields and a toy character named Gomer. With the children's help, Gomer attempts to negotiate the streets, learning (along with the youngsters) something about traffic safety as he goes from one side to the other.

The car was the handiwork of high schoolers at Brockville Collegiate Institute under the direction of teacher Fred Bowen. Among its fully-functional features are flashing lights, siren and a remote speaker. This



Constable Dave Mitchell displays the automatic traffic lights and open display intersection with which he instructs youngsters in the finer points of crossing the street.

allows the car to "answer" questions from the audience, with the actual speaker tucked away at an undisclosed location.

The "talking" aspect of the car is one of its more positive features, especially for young children, noted Mitchell. "It's a good way of breaking the ice."

After that "ice" is broken, the officer enters the room, folds down the sides of the car to reveal the intersection, grassy fields and a ball diamond (all built to scale) and begins the "one-two-three go!" safety program.

The Gomer character is useful in

helping youngsters learn to look left (1) right (2) then go (on 3), said Mitchell.

"We get the kids to show us where the roads and sidewalks are," he explained. The children are also asked various safety questions on such topics as crossing the street between parked cars and chasing after a stray baseball.

Also included in the program is an electronic signal light, operated either manually or automatically, designed to familiarize children with crossing at the lights.

"It certainly doesn't take long for the safety message to sink in," said Mitchell.

"I find that with the kindergartners and grade ones, it's about 15 minutes, no more," he said.

The success rate? "We've put 1,600 kids through it in the last month," noted the 20-year veteran, who has spent the past two-and-a-half years in the crime prevention area.

The response to the program has been overwhelmingly positive, from both teachers and parents, Mitchell related.

His next project will likely be something on bicycle safety, said Mitchell. But it has to grab the interest of the children.

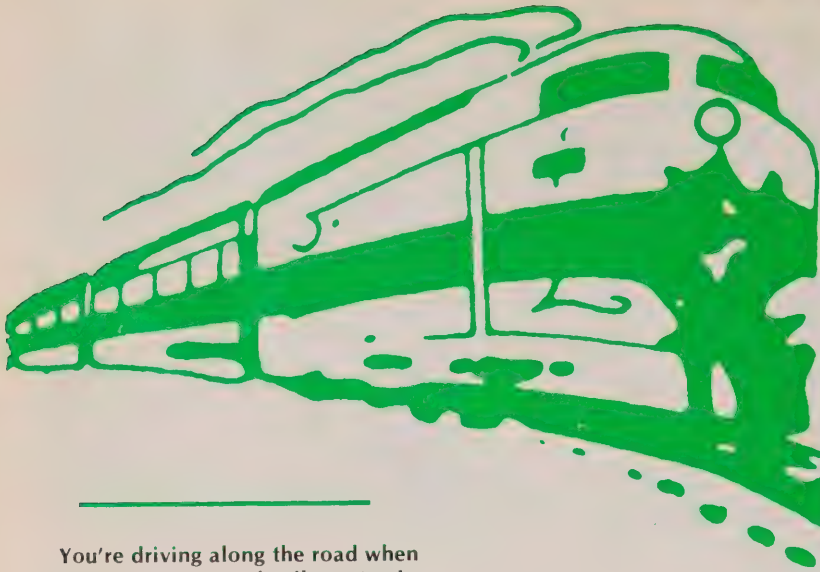
"I find that you get more out of the kids if you can get them participating," he said.

And that's likely a sentiment echoed by many others in his field.



Brockville police constable Dave Mitchell behind his model police car, built to scale by students at Brockville Collegiate Institute.

Train time . . . is



You're driving along the road when you come to a set of railway tracks with only a cross-buck warning sign alongside.

Without slowing, looking or listening, you start to drive across.

Suddenly your car stalls in the middle of the track.

You hear a whistle and look up to see a train approaching.

You only have 21 seconds to make a move. What should you do?

While this particular scenario might happen only in silent films, motorists who throw caution to the wind at railway crossings, may find themselves facing similar situations. And what if it happens to you?

Don't panic. Get yourself and any passengers out of the car as fast as possible. Once on the grass next to the track, run toward the train to avoid any flying debris from your vehicle. Because when that 10,000-ton freight train hits, you won't want to be near your car, let alone inside it.

The truth is, most drivers pay little or no attention to the hazards of rail/highway crossings. Day after day, they drive over the same old tracks without seeing a train. That railway warning sign becomes part of the scenery.

As a result, accidents occur, almost always resulting in serious injury, often death. Each year, some 100 Canadians are killed and

approximately 500 injured in rail/highway crossing accidents. And the primary cause is the failure of motorists to stop, exercise caution or obey regulations.

In fact, even should the locomotive engineer see your car on the track, he can't stop fast enough. An average 150-car freight, travelling at 100 km/h needs about 2-1/2 km to stop because of its combined weight, speed, reaction and braking time.

In response to the need for public

education and in co-operation with the Canada Safety Council, Transport Canada and the Railway Association of Canada introduced the "operation lifesaver" campaign. It was developed to increase public awareness about the potential hazards of rail/highway crossings by providing civic presentations, early elementary and driver education curriculum activities and media coverage.

Since it began three years ago, the number of fatalities and accidents at Canadian rail/highway crossings has decreased by 50 per cent.

Yet the biggest problem railways encounter is public trespassing. CN police patrolling 24 hours a day on CN lines in Toronto, Oshawa and Hamilton, witness both adults and children trespassing. Often trespassers find railway tracks a convenient shortcut and, while on railway property, vandalize fences and signs. If caught by police, they usually face a \$53 fine under Ontario's Trespass to Property Act.

CN school safety officer constable Gary Hetherington is attempting to educate school children about the

Ontario Railway/Highway Crossing Statistics: 1984

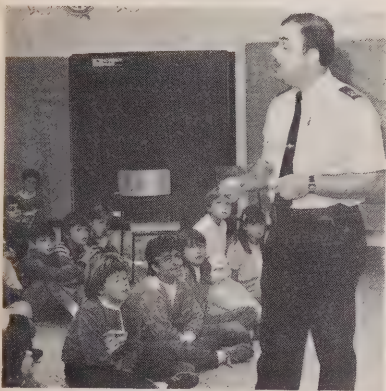
Type of Crossing	No. of Accidents		Killed		Injured	
	1984	1983	1984	1983	1984	1983
PUBLIC CROSSINGS						
CN Protected	48	53	6	4	21	35
CN Unprotected	55	53	12	4	28	22
CP Protected	38	42	1	6	15	25
CP Unprotected	24	33	2	6	5	10
Other Rlys. Prot.	9	17	0	0	6	5
Other Rlys. Unprot.	6	17	1	1	5	3
PRIVATE CROSSINGS						
CNR	4	8	2	2	2	7
CPR	4	1	0	0	7	0
Other Rlys.	1	0	0	0	3	0
FARM CROSSINGS						
CNR	0	0	0	0	0	0
CPR	0	1	0	1	0	1
Other Rlys.	0	1	0	0	0	1
TOTALS	189	226	24	24	92	109

Source: Transport Commission Canada — March 1985

any time

potential dangers of railway trespassing. The program involves kindergarten to grade 8 students from Cobourg to Oakville and Barrie to Orillia.

It focuses on the many hidden hazards existing on railroad property, such as mechanical switches and



School Safety Officer, Constable Gary Hetherington of the CN Police, enlightens public school children about the hazards of trespassing on railway property.



In 1984, there were 173 accidents in Ontario involving a single motor vehicle and railway train, in which there were 25 persons killed and 84 injured.

unused police emergency explosives that may be lying around the tracks. According to Hetherington: "TV is our worst enemy because it glamorizes trains and railways. Kids think it's fun to play around tracks, in boxcars, etc., but they're not aware of the dangers."

To get the message across, Hetherington varies his school program format to reach specific age groups of children. He holds the attention of the younger students with a film entitled "Runaway". It's about a small boy who hides in a boxcar and almost gets trapped. For the older students, Hetherington

features "Trespass", an alarmingly informative film which includes interviews with accident victims and witnesses of fatal accidents.

"Aside from their massive weight, what makes trains so frightening is the little known fact the cars make no sound when they move. So the train can just creep up on you," says Hetherington.

"That's why I always remind the youngsters . . . that train time is anytime."

And that's a safety lesson we should all remember.

Common causes of crossing accidents . . .

1. The motorist races the train to the crossing, and is either struck by the train or runs into the side of the train.
2. As the train clears the crossing, the motorist immediately starts to cross the tracks without looking for other trains, and collides with a train travelling on an adjacent track.
3. The motorist becomes too familiar with a crossing and fails to exercise due caution "because there are no trains travelling on this track at this time of day".
4. The motorist fails to observe or ignores the advance railway warning sign and other railway signs and signals.
5. The motorist has been drinking and is incapable of handling the vehicle safely.
6. The motorist travelling on an unfamiliar road or at night, drives at a speed too fast for conditions and cannot stop in time at the crossing, driving either in front of the train or into its side.
7. Travelling at night, the motorist either overdrives the headlights or fails to adjust the speed to nighttime driving and/or prevailing weather conditions.
8. With car windows up, radio and air-conditioning turned on, the motorist is unable to hear the train coming and fails to look for it.
9. Deep in conversation with passengers, the motorist ignores the warning signs . . . even the train whistle.
10. The motorist fails to see the train in time because of dirty, fogged-up, or partially cleared windows.



A lovely scene, but don't go too close. This railway trestle bridge is one of the most dangerous places to trespass. There's only a single track and the bridge width merely provides room for the train, so there's nowhere to hide or run. In fact, anyone caught on the bridge during train time has two equally fatal alternatives . . . jump or be struck.

Safe driving tips...

How to handle exit problems

While it's tough to get onto a freeway, it can also be a problem to get off.

Here are a few of the most common causes of accidents when exiting from a freeway — and how to deal with them.

1. You don't notice your exit until the last minute. If you miss the sign of your turn-off, or see your exit at the last moment, don't panic and make mistakes. If you miss your exit, you *must* go on to the next. Then take backstreets to your destination or get back on the freeway to reach the exit you want.
2. The exit ramp you want is jammed with cars backed up onto the freeway.

In this situation, you have two choices. First, you can continue on and get off at the next exit. Or you can get in line with the other exiting vehicles and wait. If you do decide to get in line, signal early so drivers behind you know you're slowing down. Pump your brakes lightly so your brake lights flash on and off to warn drivers behind you of your intentions.



This is an interchange which requires exiting drivers to merge with drivers entering the freeway.

3. There is a "weaving lane" . . . the lane closest to the merging lane. Weaving lanes are just as dangerous for drivers exiting from the freeway as they are for drivers trying to enter. Again, you will have to use your judgment in each situation. You will need either to slow down or speed up to allow entering drivers to get on to the freeway while you get off it.

1986 Safety Trailer Schedule

June 20 — 28	Thunder Bay — Canadian Lakehead Exhibition
July 5 — 11	Huntsville
12 — 18	Bancroft
19 — 24	Fenelon Falls
26	Stanhope annual fun day
28 — Aug. 3	Bobcaygeon
Aug. 8 — 10	Lansdowne Fair
21 — 24	Massey Fair
26 — 27	Collingwood Museum
30 — Sept. 1	Markstay Fair
Sept. 4 — 6	Burlington harvest festival
16 — 20	International Plowing Match — Sterling
25 — 28	Barrie Fair

Nighttime Drivers Survey

Ontario's drivers are currently asked to co-operate in a nighttime drivers survey conducted by Ontario's Ministry of Transportation and Communications in conjunction with Transport Canada.

"Participation in the survey is entirely voluntary," said Minister Ed Fulton. "The purpose is to obtain up-to-date information on nighttime drivers." The survey began in late May and will continue into July. It will be conducted between 9:00 pm and 3:00 am, four nights a week at over 300 sites across Ontario.

Motorists are asked general questions concerning their trip, age group, number of vehicle occupants, alcohol consumption and seat belt usage. The survey is not an enforcement activity. Yet police are at the site to ensure safe traffic movement.

During the survey, drivers are asked to provide a breath sample and are informed of their blood alcohol concentration level. For safety reasons, drivers obviously impaired or whose blood alcohol concentration level exceeded the legal limit are asked to find another means of transportation.

During a similar survey in 1979, 10,000 drivers were interviewed. Those who were legally impaired were assisted in finding alternative transportation. None were charged.



Summer student Devon Baines takes down pertinent survey data from a volunteer participant.

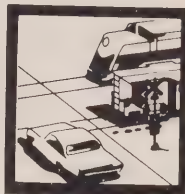
"To get a realistic and comparable picture of nighttime drivers and their driving behavior, we are surveying another 10,000 during the course of this study," explains Fulton. "The results will help us assess the effectiveness of current programs to reduce the number of accidents on our roads, and provide direction for future initiatives."

Can you make the grade?

Most drivers who get their experience in the school of hard knocks, end up learning a thing or two at the expense of a few bruises and bent fenders. But the one who flunks on grade crossing may not be around to get any diploma of experience. Frequently a flunk is fatal!



1. The principal contributing cause in vehicle-train accidents is: (circle answer)



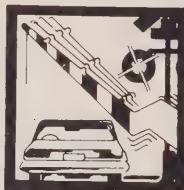
3. ☐ True
☐ False

It's okay for you to cross when the last car of a train passes the tracks.



- A. The inability of the train to stop
B. Weather conditions
C. Intoxication
D. Driver error

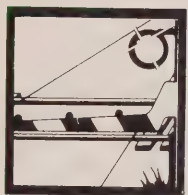
4. You are driving across the tracks. The flasher lights start flashing; the gates are coming down. You should _____ (circle correct answer)



2. ☐ True
☐ False

It's generally safe to drive around gates.

- A. keep going
B. abandon car
C. stop
D. backup



See answers page 8

SAFETY BRIEFS AROUND THE WORLD



CANADA: Forget to turn your headlights off? Well, no more of that. A Canadian company, Auto Lifelights Inc., has invented a small switching device which can be installed in most vehicles. It automatically turns on the vehicle lights when the engine is running and goes off as soon as the engine is turned off. Of course, it can be operated manually. The Insurance Bureau of Canada endorses daytime running headlights. Some insurance companies offer a premium discount to insured customers who have the device installed.

ENGLAND: A crushable steering wheel has been designed by England's Transport Road Research Laboratory (TRRL). It will help prevent injuries to a driver's face during a collision and prevent brain damage incurred in more serious incidents. It has been noticed that while bodies are restrained from flying through the windshield with seat belt usage, the face may still hit the steering wheel. And, while the impact is not usually severe enough to cause brain damage, it can break facial bones. The new steering wheel has a well-padded hub, a rim with padding facing the driver, and collapsible spokes.

CANADA: They have made back-up warning devices for large trucks and vehicles, but no one thought of the family car. Well People Protection Products Inc., a Canadian company, has invented "Backup Alert". It works on the same principle as other devices. It is contained in a rear licence plate frame which can be easily mounted over standard licence plates and can be quickly connected to a vehicle's back-up light circuitry with pliers and screwdriver.

Can you make the grade — answers

1. According to recent study, drivers who do not exercise due caution at crossings are the principal reason for rail/highway crossing accidents. The drivers fail to obey the warning signs and take dangerous risks when they approach a rail highway crossing.
2. The only thing you prove by ignoring crossing gates with bell and flashers, and by passing other cars at a crossing is that you're not smart enough for a passing grade. It's against the law too! Smart drivers stay put until it's safe to go no matter how big a hurry they're in.
3. You may flunk fast if you start fast when the last car clears. You might drive right into the path of a fast moving train on another track — or slam into its side. You get a passing grade if you delay starting up until you're sure there's no hidden train bearing down on the crossing. NEVER MOVE UNTIL THE FLASHER LIGHTS STOP OPERATING.
4. Keep right on going. It only takes a couple of seconds to continue across the tracks and the warning devices are activated several seconds before a train reaches the crossing.

Coming Events

July 7, 1986 — Driver instructor course, Ontario Safety League. For information contact E.L. Moore, manager, traffic department, 82 Peter Street, Toronto M5V 2G5 (416) 593-2670.

July 14, 1986 — International forum on traffic records systems to be held at the Lexington Marriott Hotel in Lexington, Kentucky, U.S.A. For information contact Ted Dudzik, staff representative traffic records committee, National Safety Council, 444 North Michigan Ave., Chicago, Ill. 606011, tel. (312) 527-4800.

July 22, 1986 — Driving instructors course (part time) Centennial College, Ashtonbee Campus, Warden and

Eglinton. For information contact the college at 752-4444 ext. 242 or Ron McCrae 462-0396.

August 11, 1986 — DDC instructor development course, Ontario Safety League.

September 8, 1986 — Motor fleet driver trainer course, Ontario Safety League.

September 16, 1986 — Driving Instructors course, Centennial College.

September 29, 1986 — Human Relations course, Ontario Safety League.

October 6, 1986 — Techniques of instruction course, Ontario Safety League.

October 15, 1986 — Vehicle accident investigation course, Ontario Safety League.

October 20, 1986 — Driver instructor course, Ontario Safety League.

November 11, 1986 — Driving instructors course, Centennial College.

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff:

*Margaret Barcza
John Cooper*

Contributions or queries should be addressed to the editor.

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ontario traffic safety


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Ed Fulton, Minister
David G. Hobbs, Deputy Minister

Editor: Miss Terry Di Carlo
(416) 248-3501

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Ontario Traffic Safety



Ministry of
Transportation and
Communications



FALL 1986

MTC's accident Facts Book gets a face-lift

Ontario Transportation and Communications Minister Ed Fulton recently released the Road Safety Annual Report.

This newly-designed publication replaces the Ontario Motor Vehicle Accident Facts Book.

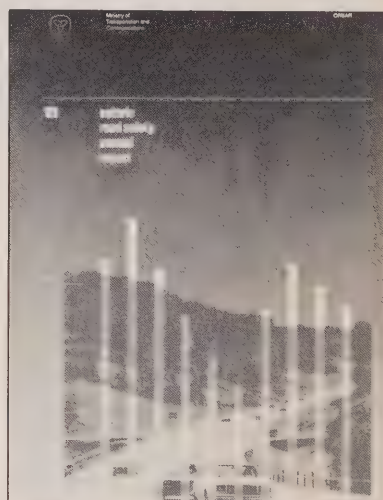
It features an easier-to-read format, highlighting interesting aspects of various tables and figures.

"For the first time since we began publishing accident statistics," said Fulton, "we have included comments on past and future trends as well as emerging issues."

"We are all saddened by the sometimes tragic consequences of

accidents. As a result, the ministry is always trying to find better ways to help understand the problem. One way this new publication can help is to place more emphasis on five and 10-year trends which, hopefully provide new insights into both encouraging and discouraging changes."

The new report is organized into eight concise units, each of which addresses a certain aspect of motor vehicle safety. As well, most units contain commentary to highlight the significance of the statistics and trends illustrated in the figures and tables.



Summonses against owner to be served on driver now



A summons or offence notice to be served on the owner of a commercial vehicle can now be delivered to the driver.

Previously, the Provincial Offences Act required the summons or offence notice be served in person on the individual or corporation cited for the infraction.

The change in procedure was effective May 23, 1986, with the proclamation of subsection 194a (1) of the Highway Traffic Act.

It applies to offences under the

HTA, Public Commercial Vehicles Act, Public Vehicles Act, Compulsory Automobile Insurance Act, Fuel Tax Act and Dangerous Goods Transportation Act.

The amendment will streamline the process of laying charges against commercial vehicle owners. The previous system involved a lot of paperwork and hours spent in court.

The change should reduce the burden on both the provincial offences officers and trucking company officials.

"The overview in the front will give everyone a broader understanding of all the factors involved in traffic safety on our roads and highways across the province," Fulton added. "I trust this clearer picture of highway safety can help us tackle the problems inherent in highway driving."

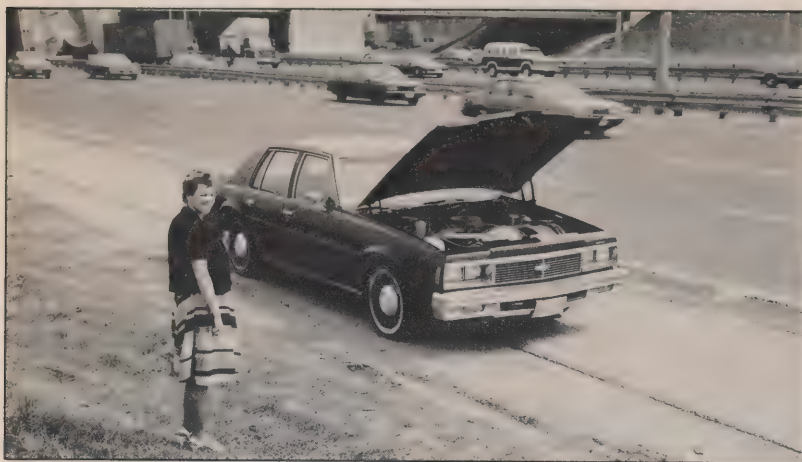
One specific area of safety concern is drinking and driving.

Since 1981, there has been nearly a 20 per cent decline in the number of drivers killed who had been drinking. This drop has come about as the result of comprehensive public education, new legislation and enforcement campaigns.

Yet, despite these ongoing efforts, impaired drivers and their innocent victims are killed on Ontario roads every year. In 1985 again, nearly half of the drivers killed had been drinking or were impaired.

The report also reveals some encouraging news: a 12.6 per cent decrease in highway motorcycle fatalities and a decline in bicycle fatalities from 50 in 1984 to 43 in 1985.

Safe driving tips...



Being stuck on a freeway with fast-moving traffic whizzing by is no fun.

Your car can break down when least expected. And, knowing what to do can mean the difference between life and death.

At the first sign of mechanical trouble with your car, put on your hazard warning signals. If possible, don't slow until you've given advance notice to any drivers behind you.

Move toward the road shoulder as soon as you safely can. If the shoulder is not paved, be prepared to make some steering adjustments because your car may be difficult to control.

Once on the shoulder, move as far away from the passing traffic as safely as possible. Come to a full stop. If possible, get everyone out of the car and wait well away from it in a safe place off the road. If this isn't possible, stay inside the vehicle. **NEVER TRY TO RUN OR WALK ACROSS FREEWAY LANES.**

Even when safely off the road, it's important to warn other drivers you are stopped. To do this, you should:

- leave on your hazard warning signals,
- tie a white cloth to the driver's door handle or the car's radio antenna: and,
- raise the hood of the vehicle.

At night, draw extra attention to your vehicle by putting on the inside dome light or lighting flares.

On a freeway, it's best to wait for help to arrive. Most freeways are patrolled regularly by police so you shouldn't have too long a wait. It's

always very dangerous to walk along a busy freeway, more so at night.

Never try to flag down motorists for help. This can be very dangerous to both you and any helping drivers. At freeway speeds, they will not have time to leave the road safely to help.

And whatever you do, don't try to get your vehicle started again by having another vehicle push it. There's a good chance both vehicles will get hit from behind by fast-moving traffic.

Remember, too, modern cars with automatic transmissions cannot be "push" started.

Share the road

Help make sharing the road with trucks easier and safer for everyone.

Drivers following a truck on a hill should try to stay with it by slowing or speeding with it, instead of cutting in front.

On hills, trucks drop their speed. Lower speeds give them extra power to climb grades. How long and steep the hill is determines how much they slow down. Depending on the grade and conditions, drivers signal with four-way flashers for safety reasons, that they are slowing down. Then, regain their speed after the hill.

This is just another tip from the pamphlet "Sharing the Road with a Truck" which is available free of charge from the Ontario Trucking Association, 555 Dixon Rd., Rexdale, Ont., M9W 1H8, or by calling (416) 249-7401.

Vehicles impounded

Port Hope police are making life tougher for drunk drivers.

Cars left by the roadside after a driver has been arrested for impaired driving will be towed to the pound if no other driver is available.

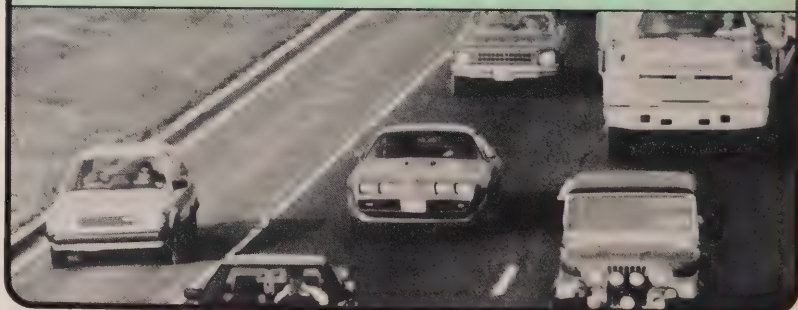
Drivers are given the opportunity to have a relative or friend pick up their vehicles, but if that fails, they are towed to a pound.

Cost to the driver is about \$50 to \$60, not to mention the inconvenience.

THIS IS THE LAW

Did you know that

No driver of a motor vehicle shall overtake and pass another vehicle by driving off the roadway and onto the shoulder. According to the HTA, a shoulder (whether paved or not) is not part of the roadway. Travelling on the shoulder is unlawful, discourteous and downright dangerous. The fine for contravention of this law is \$53.00 and three points.



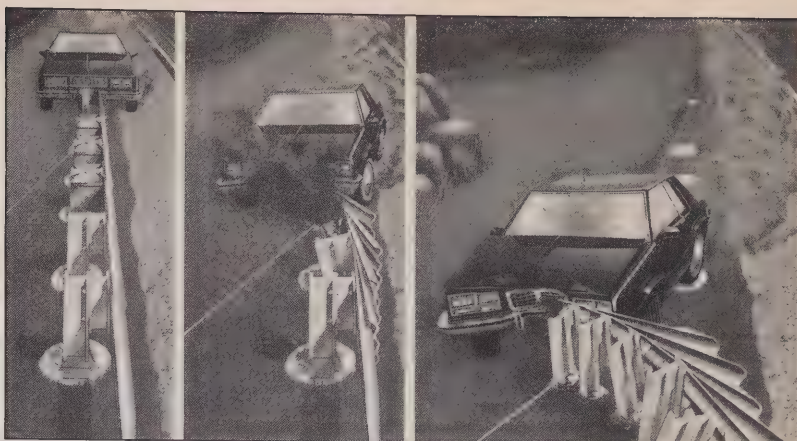
MTC tests new guardrail

Smashing into a guardrail alongside a highway can have some devastating consequences. One danger, is the possibility of the rail piercing the vehicle or its occupants.

MTC is working to reduce the potential seriousness of these types of accidents. The Sentre guardrail end treatment, introduced to Ontario last fall by Lecol Ltd., is one of the avenues MTC staff are currently exploring.

"The Sentre is mounted on the end of the guardrail that faces oncoming traffic," explained MTC engineer Doug Gardham. "Once a vehicle hits it, the unit is designed to guide it away from the rail and thereby prevent the potentially damaging steel from entering the vehicle. If the system works, it'll help reduce the number and severity of personal injuries."

"Most of the testing to date has been under controlled environments," said Gardham. "So, in order to determine Sentre's effectiveness in Ontario, we're doing some testing of our own."



The above photographs illustrate how the guardrail works when impacted by a vehicle. After the vehicle hits the guardrail head on, the redirecting cable helps direct the vehicle away from the guardrail end. The vehicle is safely stopped without vaulting, ramping, or spearing caused by other guardrail end treatments.

MTC crews have installed the Sentre at three test sites: One, below the Sheppard bridge on the west side of Hwy. 400 southbound; the second, just north of Hwy. 7 on the west side of Hwy. 404 northbound and the last, on the Hwy 401 westbound collectors at the Allen Rd. sign.

Guardrail end treatments that MTC already uses include the HI-DRO and GREAT systems. Unlike the Sentre, used on guardrail ends running alongside highways, both systems are mounted on guardrail ends that divide highways from exit ramps.

For example, one of the water-filled

HI-DRO units protects confused drivers from the jutting rail end at the Yonge St. exit off Hwy. 401.

"When a HI-DRO unit is hit, water is forced out of the system, absorbing the impact of the collision. It's easy and inexpensive to repair," explained Gardham. "Our testing of the Sentre will tell us if this new system has the same qualities."

Yet, whether at an exit or running alongside the highway, guardrails play an important safety role in our highway network. And guardrail end treatments add to the safety they are designed to provide.

Driver education teachers get a lesson

Last July, some of Ontario's finest teachers learned a lesson they'll probably never forget: Four-weeks of intense driver education.

It was part of a program sponsored by York University in co-operation with the York Region Board of Education, Ministry of Education and MTC.

Open only to holders of the Ontario Teaching Certificate, it entitles successful graduates to teach driver education courses offered by Ontario school boards.

Yet these teachers had better be prepared to practice what they teach because a lot has to be learned within a short time.

The well-packed schedule included 30 hours actual driving instruction, plus driver-awareness training. Then there was 100 hours of detailed presentations on traffic regulations, car safety and construction, insurance requirements for drivers, special driving conditions and

alcohol and drug education.

As one teacher said after the course had finished: "I've never worked so hard in my life."

The course, headed up by Phil Randell, has been offered for the past five years at Don Head Secondary School in Richmond Hill. Considered, the best of its kind in Canada, it continues to get better.

Each January, Randell begins improving and changing course content in preparation for the coming July. Six months preparation is nothing to him. He's spent the past 38 years learning and teaching approximately 50,000 entrants, including teachers and students. Driver ed . . . literally . . . is his life.

The teachers' course began when Randell designed a complete curriculum and worked with MTC to sell it to school boards. It caught on and today is offered in over 600 Ontario schools.

In effect, MTC and MoE set out the

format or standards for the course and he organizes how it should be taught, with their approval.

Randell, a former high school teacher at Don Head, also designed the school's driver ed facilities, complete with driving range and computerized driving simulator which records driver's reactions. "I'm so proud of this course. And we're offering more than ever this year," he said.

His assistant, Bill Towne, head of Don Head's yearly driver ed program, teaches the in-car portion. Together they have the teaching of driver ed down to a fine art.

All in all, driver ed is very important to Randell. He says, "Driving is the most important lifeskill you can have. And there's so much to learn." And he's doing his best to ensure as many learn it as possible!

How did the class of teachers do? They all passed.

Bicycle and road safety show

There's nothing like learning the rules of the road early in life.

That's what more than 2,000 youngsters per day had an opportunity to do at the Canadian National Exhibition this summer, courtesy of Petro-Canada.

The oil company held its annual Bicycle and Road Safety Show, complete with two tracks, 24 motorized Suzuki "50" ATVs, helmets and plenty of help to aid children from ages two to 13 through intersections and around turns, learning such basics as proper signalling, stopping, yielding to pedestrians and observing the speed limit.

The free ride "takes about 1-1/2 minutes to complete," said assistant supervisor Susan McGuinness.

"The kids just love it," McGuinness said. "They are getting a good chance to learn the rules of the road."

Sixteen staff members posted at various stopping and turning points around the asphalt tracks quizzed youngsters on proper procedure.

It was probably just as well.

"We had some children who, when we asked them what they'd do if they were approaching a yellow light, said 'I'd floor it, just like daddy does to get through the intersection,'"

McGuinness said with a laugh.

Following completion of the course, the children received a free sticker for their efforts. And they no doubt came away with a better knowledge of, and respect for, the rules of the road.

Right, a child checks over her shoulder after crossing an intersection at the Petro-Canada exhibit, which featured two tracks and 24 vehicles.



A Petro-Canada staff member checks out a youngster's knowledge of traffic safety at a "pedestrian crosswalk" at the Bicycle and Road Safety exhibit at the CNE. More than 2,000 children per day have taken part in the exhibit.

Putting something back into the community

Now at Speedy Muffler King you're a "Little Somebody".

To celebrate their 30th anniversary with a "thank you" to communities across Canada which have supported them through their years in business, speedy launched a child restraint program in May of this year.

The program loans child safety seats designed to protect infants from birth weight to 9 kg (20 lb), on request.

"This is our way to put something back into the communities," says Fred Karp, president of Speedy. "We will make available child safety seats for infants through the more than 130 Speedy outlets in Canada."

Although child safety seat use is required by law, surveys show in Ontario more than half the infants travelling in cars are not restrained, or are incorrectly placed in restraints.

In 1985, four children under two were killed in motor vehicle accidents and 300-400 injured in vehicles. None of the children killed were travelling in child safety seats.

More than 100 volunteer and non-profit groups in Ontario now rent seats for this age group and provide valuable advice to parents on how to use the seats correctly.

To assist in increasing awareness of these valuable

programs, Speedy will list other local loan and rental schemes in their shops.



Ontario Minister of Transportation and Communications Ed Fulton chats with one of the 30 models in LITTLE SOMEBODY child restraints. Watching with interest are president of Speedy Muffler King Fred Karp and Steve Andrunyk, president and GM of Ontario Safety League.

Chrome yellow buses are running. . . .

Transporting precious cargo

September is a month that reminds even adults of those exciting days when we returned to school after a summer of freedom.

This year more than 620,000 school children will be boarding the 12,000 chrome yellow buses or the 3,000 smaller vehicles that wind their way

through cities, towns and villages across Ontario. Last school year these vehicles travelled more than 283 million kilometres.

The accident statistics for 1984-85 show that, although more vehicles carrying more children than ever before were traversing the roads,

fewer vehicles were involved in accidents and fewer children injured.

There are over 124 million pupil trips made each school year as each child travels back and forth daily. Six hundred and sixty-seven (5.4 per cent of the fleet) school buses and 199 station wagons and vans (7.1 per cent) were involved in mishaps during the last school year. Six children were injured outside buses by other vehicles, another 19 were injured through impact with school buses.

Motor vehicle accidents also injured 185 pupils travelling inside school buses. In an average school year, six to eight pupils injured inside the buses are admitted to hospital, while 80-85 are examined and released from emergency departments or doctors' offices. The rest (57 per cent) are listed as having cuts, bruises or bumps not requiring treatment.

This leads to the issue of seat belts on school buses. Some parents are actively seeking to have a viable restraint system installed in buses, thus, they feel, providing a safer environment for their children.

In 1980, Transport Canada, which sets the standards for equipping new vehicles, incorporated passive protection in bus design, mandating stronger seats with higher backs and energy absorbing padding. In recent school bus collision tests, this "compartmentalization" was found to provide excellent protection for occupants.

However, the tests also found that dummies restrained by lap belts had more severe head and neck injuries than those travelling unbelted. Unbelted dummies moved forward off the seat, spreading the impact with the high padded back seat back across the knees, chest and head.

In an effort to find an alternative to lap belts, Transport Canada is now conducting tests with prototype systems such as contoured seat backs and five-point harnesses.

Yet, a bus equipped with lap belts and rear facing seats has been on trial use.

When this test phase is completed, a report will be prepared presenting levels of effectiveness and potential costs for several different types of occupant protection. It will allow school boards, the Ontario Government and other interested groups to evaluate the options and possible benefits.



Motorists must remember to stop when meeting a stopped school bus with red lights flashing unless they are on a highway divided by a median strip.



Bus design has increased occupant protection with the higher back and energy absorbing padding.

Ontario Traffic Safety en français!!

La prochaine édition du OTS sera disponible en français! On peut se procurer une copie en renvoyant l'étiquette d'adresse qui se trouve au page 8 au rédacteur.

Can you make the grade?

Most drivers who get their experience in the school of hard knocks, end up learning a thing or two at the expense of a few bruises and bent fenders. But the one who flunks on grade crossing may not be around to get any diploma of experience. Frequently a flunk is fatal!



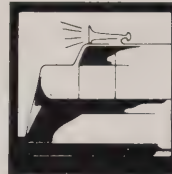
1. ☐ True
☐ False

If you stall on the tracks when a train is approaching, get away from your car immediately.



2. Some vehicles must stop at all crossings. These include: (circle)

- A. Vehicle carrying passengers
- B. School buses
- C. Hazardous material carriers
- D. Recreational vehicles
- E. All of the above.



4. A freight train with 150 cars travelling 50 km/h requires _____ distance to stop? (circle the correct answer)

- A. 1,600m B. 1 km
- C. 2,500 m D. 300 m

See answers page 8



Winter driving film nearing completion

As your car slides haphazardly around that first corner of winter, vicious ice and snow in full control . . . you search your memory for what you know about winter driving skills.

Whether you're an experienced driver or just a beginner you needn't search any further, for MTC has produced a badly needed film on winter driving.

The film (produced by Geoff Frazer) not only contains excellent advice on the typical problems faced by winter drivers, but also covers new skills like dealing with anti-lock braking systems.

It is a superb general purpose teaching tool geared for use in driver education classes, corporate safety courses and the like.

Excerpts of the film can be viewed now in the "Driver's Den" of MTC's travelling safety trailer.

The complete film is expected to be available this fall on a loan basis, just in time to prepare us for those menacing months.

For further information and loans, contact MTC's Audio Visual Services, 1st Floor, West Tower, 1201 Wilson Ave., Downsview, Ont., M3M 1J8. Telephone: (416) 248-3210.

Winter's coming – snow what!

Before you know it, it's here. Winter.

So it's time to think about "winterizing" your vehicle.

First on your pre-winter agenda should be a tune-up. It will increase fuel savings and ensure start-ups in cold weather. Also be sure to have these items checked:

Anti-freeze — If the concentration of anti-freeze is too weak, your coolant could freeze in sub-zero temperatures. It should also be changed every two years and your cooling system flushed.

Battery — Make sure the battery is completely tested and ready to go. If you think your battery might not make it through the winter, play it safe. Get a new one.

Brakes — "Perfect" is not too high a goal for brakes when you drive the winter way. Have them checked, cleaned and adjusted.

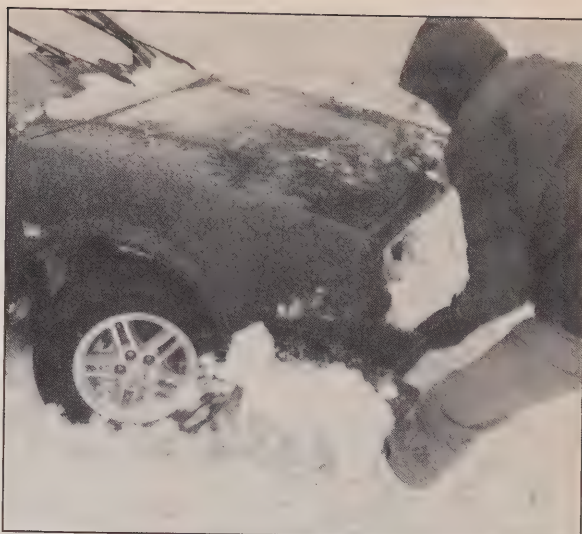
Tires — Traction on winter roads will only be as good as the tire tread. Buy new ones if tread indicators are showing. Use snow tires if you drive in snowbelt areas.

Windshield — Be sure wipers have adequate arm tension. Replace worn blades. Use an anti-freeze solvent in the washer system. Check that the defroster is working properly.

Muffler — Carbon-monoxide kills. A faulty exhaust system could mean disaster. Have the entire system checked for leaks.

If stranded in a snowstorm it's best to know how to react in this type of emergency situation, because you could end up with frostbite or hypothermia.

The safest thing to do is remain in the vehicle where there's protection from the elements, and stand the best chance of being spotted by passing vehicles or police.



A shovel is a must for your survival kit. You never know when it can come in handy.

Use the motor and car heater sparingly to avoid carbon monoxide build-up or oxygen starvation which can occur in the closed confines of a motionless vehicle. Open a window a crack.

By clapping one's hands and moving one's arms and legs vigorously, circulation will be stimulated and muscles warmed.

Never allow all occupants of any car to fall asleep at the same time because one or more could literally freeze to death.

Always travel with a "survival kit" — candies, biscuits, hot thermos of tea or coffee, etc. Make one up at home because they are difficult to buy. A small lightweight shovel is just the thing if ever stuck in the snow.

SAFETY BRIEFS AROUND THE WORLD



U.S.A.: A recent study blamed slow and fast drivers alike for current traffic fatality rates and concluded they would be halved if motorists all drove at the same speed, reducing overtaking and passing activity. It also indicated it might be better to simply issue tickets for reckless driving instead of breaking speed limits.

A National Safety Council statistician in Chicago agreed driving at the same speed would prevent accidents, but added his organization believed speed limits also save lives.

* * *

CHINA: A reckless driver was executed for causing a crash which killed seven people. Truck driver Chen Guangdi was put to death in

the eastern province of Fujian for deliberately endangering road safety during July of last year when he sped past another truck, knocking it off a bridge.

* * *

U.S.S.R.: In the Soviet Union there is no acceptable level of blood-alcohol on breathalyzer tests. Any driver caught drinking loses his licence for three years. Other measures the Soviets have taken to reduce their alcohol problem include bus and taxi drivers must take a breathalyzer test every morning. In addition, they've lowered production of beverage alcohol and closed liquor stores during morning hours. They also enforce a drinking age of 22.

CANADA: The University of Saskatchewan has broken the world record for fuel economy with a vehicle that can travel the breadth of Canada — and then some — on a single gallon of gas. A 38-kg (84-lb.) vehicle, powered by a 70cc Honda motorscooter engine, won first place at the 10th annual Shell Canada Fuelathon in Oakville getting 5,691 miles per gallon.

Second place was taken by the University of Nebraska students. Their vehicle registered a fuel efficiency of 1,956.2 miles per gallon. Third went to Lakehead University entry with a score of 1,929.1.

The previous world record of 5,107 was set last year by the Ford Motor Co. of Australia.

Can you make the grade? Answers

1. Act fast. Get out of your car and off the tracks without a second's delay. If a train is approaching, run toward the train so you don't get hit by flying debris. That'll earn you a passing grade and a chance to buy a new car. Of course, if no train is coming you can take time to try to get it started or pushed off the tracks, as long as you keep a sharp lookout for approaching trains.
2. School buses, hazardous material carriers and vehicles carrying paying passengers must stop at all crossings. So be prepared to stop if you are following one of the above. Recreational vehicles are not required to stop at crossings, but you get "A" in safety if you do stop.
3. The engineer isn't just saying hello. "Stop — a train is approaching", is the engineer's message. As a train approaches a crossing, federal regulations require that the engineer sound the train's whistle. The signal of four blasts takes 17 seconds and it usually is started 400 m before the locomotive enters the crossing. When you hear it, be prepared to stop.
4. Travelling at 50 km/h, this train would proceed for 1,600 m before it came to a stop. Remember, locomotives and freight cars are a whole lot heavier than the family car, and it takes a great deal more distance for them to stop. For instance, at 80 km/h, it takes this train over 2,400 m and two minutes to come to a complete stop. You can stop a lot quicker.

Coming Events

October 15, 1986 — Vehicle accident investigation course, Ontario Safety League. For more information contact E.L. Moore, manager, traffic safety department, 82 Peter Street, Toronto, Ontario M5V 2G5 telephone (416) 593-2670.

October 20, 1986 — Driver instructor course, Ontario Safety League.

November 11, 1986 — Part time driving instructor course, Centennial

College Ashtonbee Campus, Warden and Eglinton. For more information contact college at 752-4444 ext. 242 or Ron McCrae 462-0396.

November 17, 1986 — Instructors defensive driving course, Ontario Safety League.

November 24, 1986 — Classroom instruction course, Ontario Safety League.

Letter to the Editor

Dear Editor:

I have just received the summer edition of Ontario Traffic Safety and wanted to write and say how informative it was.

It is a challenge to write something nowadays that can compete with all the material that comes across my desk as Reeve. You have managed to do it.

Keep up the good work.

Mary Shamley

Reeve of Wardsville

Dear Editor:

Shortly before my 80th birthday I passed the mandatory driver's test.

I was very impressed with the efficiency and courtesy of your staff.

The examiners made me feel very relaxed.

Congratulations.

R.A. Wylie

Toronto

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff.

Margaret Barcza

Tanis Browning

John Cooper

Rae Lindsay

Contributions or queries should be addressed to the editor.

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ontario traffic safety

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Ed Fulton, Minister

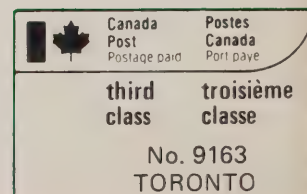
David G. Hobbs, Deputy Minister

Editor: Miss Terry Di Carlo

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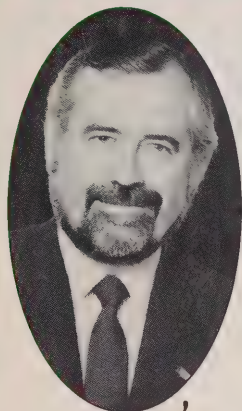
Ontario Traffic Safety



Ministry of
Transportation and
Communications



WINTER 1986



*Season's
Greetings*

There is no other time of the year which brings the issue of traffic safety to mind more than at Christmas.

And with good reason. For our good cheer always seems to be marred by senseless tragedies, most of which could have been prevented.

So at this Holiday Season, think about safety on our roads, what it means to you, your family and friends. Use a seat belt, don't drink and drive, put your child in a safety seat.

Help keep the Spirit of Christmas "alive". Make certain you have pleasant memories for years to come.

Ed Fulton

Ed Fulton
Minister

New railway crossing sign

A new weapon in the war on railway crossing accidents was unveiled in Ontario recently.

The first of thousands of new, highly-reflective warning signs that will be installed across the province over the next year.

The signs, in red and white, will be visible from greater distances, particularly at night when they reflect light far more brightly than the old black and white "crossbuck" signs long familiar to Canadian drivers.

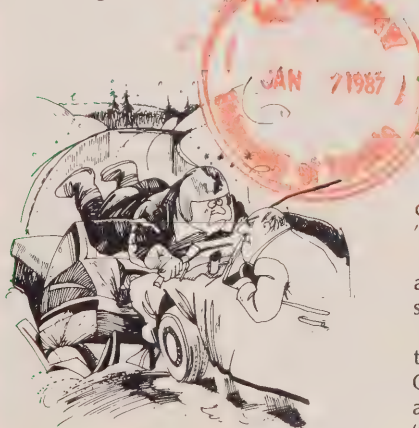
While maintaining the crossed shape, they are pictographic, in that they carry no lettering, thus will be universal across Canada.

The changeover began last year in British Columbia and Alberta. Conversion was completed this spring. The railways are now installing the new crossbucks in Saskatchewan, Manitoba and Ontario. By March 31, 1988, the conversion of more than 31,000 crossings will have occurred.

There are more than 6,500 crossings in Ontario, the second largest number in any province. In addition to the warning signs, about 45 per cent of all Ontario crossings have flashing lights and bells.

Although Ontario has one-quarter

of all the railway crossings in Canada, the province accounted for one-third of all accidents reported to the Canadian Transport Commission in 1985: 199 accidents involving 18 deaths and 98 injuries. Five years ago, there were 277 accidents in Ontario. Twenty-eight were killed and 127 injured.



Snowmobile stats on the rise

Snowmobile accidents rose 15 per cent from 487 to 558 during the '85/'86 winter season.

Fatalities were up slightly 17 against 16 while personal injuries soared 22 per cent from 396 to 485.

Unfortunately, alcohol continued to play a major role in fatal accidents. Out of the 17 drivers involved in fatal accidents, 12 were described as "ability impaired" or "had been drinking".

Safe driving tips...

Getting stuck is snow fun!

Ontario's winters demand skill and know-how on the part of drivers.

They must know how to cope with ice, snow and freezing rain. All of which lead to reduced traction and visibility — the two chief problems of winter weather driving.

How do you get moving with reduced traction?

From a parked position on a slippery or snowy surface, remember to do it gently.

First, make sure the front wheels are straight to minimize resistance. Put the car in drive or low gear. Push down gently on the accelerator until the car just starts to move. If you accelerate too quickly, the wheels will spin. If they do spin, ease off the accelerator. Try pressing again — lightly!

If stuck in slush or snow and the wheels of your car continue to spin, free the vehicle by "rocking" it: move the gears from forward to reverse and back again several times. Follow these steps:

1. If still stuck, you may be able to drive a few inches before the snow



behind the rear tires stops your car. Hold the car there with the brake.

2. Next, shift to drive or low gear.

3. Move forward as far as possible. A build-up of snow will probably stop the front wheels from going any farther than a few inches and brake your car again.

4. Shift to reverse again and repeat

the rocking, gaining another few inches until your car is free.

If rocking doesn't work, try putting sand under the drive wheels to give your car better traction. Old pieces of rug kept in the trunk of your car are also useful in such an emergency.

Whatever you do, however, do not spin your wheels. This will only dig them deeper into the ice or snow.

Around-the-clock road information

The Ontario Ministry of Transportation and Communications' Winter Road Reporting Service for the public is now in operation.

The Road Information Centre at Toronto and the ministry's offices throughout the province have up-to-date information on the condition of all provincial and secondary highways 24-hours-a-day, seven-days-a-week during the winter months.

Information on winter road conditions may be obtained around-the-clock by telephoning the information numbers listed below.

Don't leave home without finding out what the road conditions are.

Bancroft. (613) 332-3621
Barrie. (705) 835-3014
Belleville. (613) 962-3451
Brockville. (613) 345-3560
Burlington. (416) 639-2427
Chatham. (519) 354-7504
Cochrane. (705) 272-5775
Cornwall. (613) 933-4012
Hamilton. (416) 639-2427
Huntsville. (705) 789-4483
Kenora. (807) 548-5910
Kingston. (613) 544-2523
Kitchener. (519) 743-2621

Lindsay. (705) 277-3333
London. (519) 681-2047
Midland. (705) 835-3014
New Liskeard. (705) 647-8104
Niagara Falls. (416) 682-6641
North Bay. (705) 474-0044
Orillia. (705) 835-3014
Ottawa. (Eng.) (613) 745-7040
Ottawa. (Fr.) (613) 745-4166
Owen Sound. (519) 376-9683
Pembroke. (613) 735-4186
Peterborough. (705) 277-3333
Port Hope. (416) 885-6351



Preston. (519) 743-2621
St. Catharines. (416) 682-6641
Sarnia. (519) 542-7718
Sault Ste. Marie. (705) 256-6255
Stratford. (519) 271-8321
Sudbury. (705) 522-0388
Thorold. (416) 682-6641
Thunder Bay. (807) 475-4251
Toronto. (416) 248-3561
Trenton. (613) 962-3451
Waterloo. (519) 743-2621
Windsor. (519) 253-3536

Texaco Canada encourages professional driver training

Texaco Canada is promoting a long-term \$2 million safety program committed to encouraging professional driver training. Called "Drive to Survive", it is aimed at reducing the alarming number of traffic fatalities and injuries on Canada's roads and highways.

At the Toronto KICK-OFF, Stuart J. Walker, senior vice-president of Texaco said: "The vast majority of driving accidents are caused by driver error; the result of a lack of professional driver training and bad driving habits.

"Our aim is to increase the number of properly trained drivers which, in turn, could help reduce traffic deaths in Canada by one-third."

Drive to Survive is tackling the problem in three ways.

First, Texaco has arranged with Young Drivers of Canada to reduce the cost of their driving course by 10 per cent for Drive to Survive participants. Young Drivers driver education programs in Canada have a strong emphasis on developing defensive driving skills.

Second, Texaco is launching a broad public awareness campaign to inform and remind Canadians about the importance of safe driving. It includes TV and other media advertising, handouts of information by Texaco retailers, plus a publicity program.

The third key element, Texaco expects, will be community,

government and business support.

In that area, a number of groups, including Metro Toronto Police, the Canadian Life and Health Insurance Association, Insurance Bureau of Canada, PRIDE (People to Reduce Impaired Driving Everywhere), the Ontario Safety League and the Canadian Rehabilitation Council for the Disabled have been consulted and they endorse "Drive to Survive"

"Such a major commitment is essential to fight this serious

DRIVE TO SURVIVE



problem," said Walker. "Last year in Canada, 4,000 people were killed in traffic accidents and 200,000 injured. On top of the untold human suffering, accidents cost Canadians \$2.5 billion annually."

Accident statistics at a glance

- In 1985, 200,000 persons were injured and more than 4,000 killed in accidents on Canada's roads and highways.
- If current accident rates continue, one out of every two Canadians will be involved in a fatal or injury-producing accident in their lifetime.
- Traffic fatalities are the leading cause of death for Canadians under 34.
- Drivers aged 15-24 account for over 25 per cent of all drivers killed in Canada each year.
- Federal government statistics show that 85 per cent of all traffic accidents are caused by human error, with driver inattention being the leading cause. Mechanical failure is the cause of only seven per cent of all accidents.
- 60 per cent of all new drivers in Ontario get little or no professional driver training.
- A driving program certificate can reduce the annual premium for insurance coverage for a typical 18-year-old male by over one third.
- Alcohol was involved in approximately 50 per cent of all fatal accidents.
- Half of all traffic accidents occur within 40 km of the victim's home — and at speeds of 60 km/hr or less.
- Traffic injuries and fatalities cost the nation an estimated \$2.5 billion annually.

Sources: Canada Safety Council, Ontario Safety League, Transport Canada, Statistics Canada

Zero BAC level safest?

Is one drink too many?

After studying the scientific evidence, Professor Chris Robinson of Melbourne Australia's Swinburne Institute of Technology says the best blood alcohol concentration (BAC) limit for drivers is no reading at all.

Sponsored by the U.S. Department of Transport, Robinson and Hubert Muskowitz studied 178 psychological and medical tests to find a reasonable BAC level for drivers. Robinson presented their findings in Toronto at a meeting sponsored by the Addiction Research Foundation's Drinking Driving Research Program.

Robinson and Muskowitz analyzed studies which tested alcohol's effect on such skills as tracking, concentrated attention, visual

function, perception and other skills necessary for driving. They found there was no minimum level at which impairment first appears.

"Any detectable level of BAC provides some evidence of impairment," says Robinson. "There is no threshold at which we can scientifically say impairment begins."

While Robinson maintains that a zero BAC level for drivers would be the safest, he is quick to add there are other factors which jurisdictions must consider when setting a minimum BAC level. "For example, they should concern themselves with the public's attitude towards drinking and driving," he said.

Public opinion surveys show people are concerned with drinking



and driving but by making the limit zero we might turn this positive attitude against us, says Robinson. "As well as the possible increase of the number of people intentionally breaking the law."

Another problem with setting a
... cont'd on page 8

The decision you make . . . can save a life . . . or prevent serious injury

You're at a party with a friend who has been drinking rather heavily.

As you're getting ready to go home, he gets out his car keys and starts to go to his car. What do you do?

Try to stop him?

Take away his keys?

Let him go?

Those questions were asked recently by Metro Police Constable Fred Willison to the students at Cedarbrae High School in Scarborough.

And although Willison smiled when the students replied, "Let him go!" he never jokes about drinking and driving.

Although a lot of people may not know how they'd react if a friend wanted to drink and drive, Willison's questions are supposed to make the students think about what they'd do in a similar situation.

As community relations officer for Scarborough's 41 Division, Willison spent four solid weeks last fall taking his presentation to every high school in the borough.

He hopes each school will ensure all their students attend so he can reach not only new drivers but pre-driving age students.

His simple and familiar message is: If you drink don't drive and if you drive don't drink; the two just don't mix.

But he also feels parents have a responsibility in keeping the lines of communication open to their children and not burying their heads in the sand about teenage drinking and driving.

With his presentation, Willison is hoping to make drinking and driving as unacceptable to young people as it has become to adults. And for those students interested in actively fighting drinking and driving, Willison suggests they join the student awareness group, SADD (Students Against Driving Drunk) through their school guidance office or police department.

When Willison showed "Make Sure It Isn't You" — a drinking and driving



The students were curious about Wendy's lifestyle and how she manages for herself. Her message to each of them was, "It could happen to you, too".

film produced by the Ministry of the Attorney General — the students became silent during the interviews with accident victims and their relatives.

Willison then introduced Wendy Crawford, a 22-year old former model who was involved in a drinking/driving accident in the summer of '84, an accident which left her a quadriplegic.

She spent a year in a hospital rehabilitation program dealing with the most difficult part of her entire ordeal: learning to cope.

To add to her problems she has only received \$140 a week

compensation since the accident despite the fact her injury left her more susceptible to illness. She also suffers from pressure sores and burns caused by sitting in a wheelchair. She also takes between 14-21 pills each day.

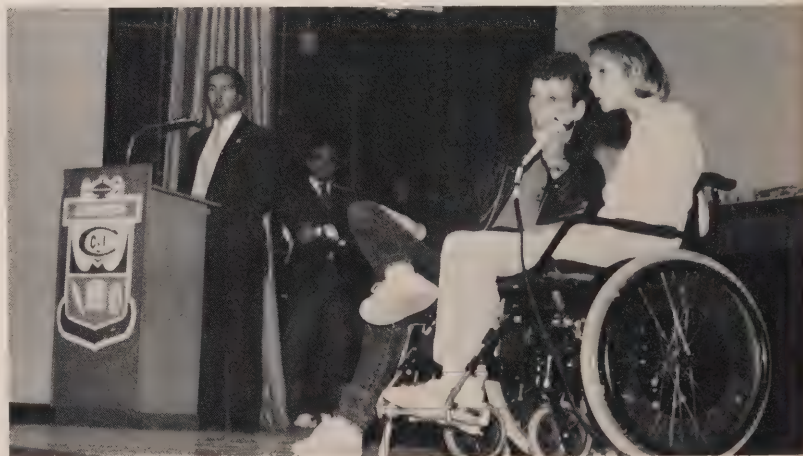
Today, Crawford works for the Attorney-General's Drinking and Driving Countermeasures program. She travels the province talking to school and community groups about the tragic lesson she was unfortunate enough to learn.

But she told the students at Cedarbrae on this particular day how drastically her life had changed as a result of a drunk driver. "I used to be career-oriented and was planning to be a store buyer. But that's all changed now because I'm physically dependent on friends to take care of me," she said.

What about the driver of the car that hit her? "He was unhurt and got off in court due to a legal technicality," said Crawford.

Oddly enough, if she had been the one to pass his sentence, Crawford wouldn't have sent him to jail. "I'd make him go through a rehab program because fines and jail don't really teach a person not to drink and drive," she said.

Even though modelling is out of the question for now, Crawford is hopeful she may one day again be able to resume her career.



Constable Fred Willison (far left) emceed the assembly while Wendy Crawford (far right) and boyfriend Scott Cowan fielded questions from the audience.



Facts about drinking and driving

FEDERAL CRIMINAL CODE PENALTIES

Convicted impaired drivers face stiff penalties under the Criminal Code of Canada. They automatically get a criminal record under federal law, in addition to the following penalties:

1st offence:

- a fine of not less than \$300 and not more than \$2000.
- minimum driving prohibition of three months; could range up to three years.
- possible jail term of up to six months.

2nd offence:

- minimum jail term of 14 days, to a maximum of six months.
- minimum driving prohibition of six months, to a maximum of three years.

3rd and additional offences:

- minimum jail sentence of 90 days, to a maximum of six months.
- minimum driving prohibition of one year, to a maximum of three years.

Under special circumstances, jail terms of up to five years and unlimited fines are possible.

Impaired drivers who cause bodily harm can be sentenced to up to 10 years in prison; those who cause death can be jailed for up to 14 years. Impaired drivers who cause bodily harm or death can be prohibited from driving for maximum periods from 10 years to life.

A convicted impaired driver who drives while under a federal prohibition or a provincial suspension is subject to serious penalties:

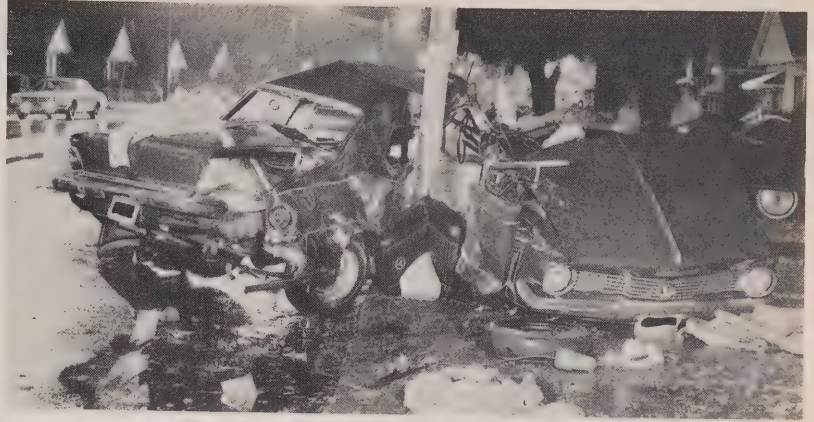
1st offence:

- fine of up to \$2000 or a jail term of up to six months, or both.
- an additional one-year Ontario driver's licence suspension.

2nd and additional offences:

- fine of up to \$2000, or a jail term of up to six months, or both.
- an additional two-year Ontario driver's licence suspension.

Under special circumstances, people caught driving while under a federal driving prohibition or Ontario suspension can be sent to prison for up to two years. A judge can also order that a convicted impaired driver's car be impounded for up to three months.



Before you decide to drink and drive, think of the serious consequences. Not only could you be heavily fined, but you could end up taking a life. Think about it!

ROADSIDE SUSPENSIONS

Ontario police officers can suspend a driver's licence for 12 hours if the driver has a blood alcohol concentration of over 50 milligrams of alcohol in 100 millilitres of blood (.05 blood alcohol concentration). Drivers who have had their licences suspended for 12 hours may be asked to leave their vehicle at the scene of the suspension, or have it towed if it's in an unsafe spot. It is a serious offence to drive during a 12-hour suspension.

ONTARIO LICENCE SUSPENSIONS

People convicted of impaired driving in Ontario automatically have their driver's licences suspended for a minimum period of time:

1st offence:

minimum one-year suspension

2nd offence:

minimum two-year suspension

3rd offence:

minimum three-year suspension

A judge can increase any of these suspensions by up to three years in order to protect the public.

MYTHS ABOUT ALCOHOL

MYTH: It's better to drink beer

FACT:

- 1) *1-1/2 oz. of liquor = 1 bottle of beer = 1 (5 oz.) glass of wine*
- 2) *3 "lite" beers = 2 "hard" drinks*

MYTH: Food stops intoxication

FACT:

- 1) *Food merely delays the rate at which alcohol is absorbed into the blood.*
- 2) *No amount of food will counteract a large intake of alcohol.*
- 3) *The delaying effect may well mean not feeling the full impact of the alcohol until you are behind the wheel.*

MYTH: After drinking, it's okay to drive if you wait half an hour

FACT:

- 1) *Alcohol is processed by the liver at a fixed rate of one standard drink per hour.*
- 2) *A half-hour wait is just long enough for the last drink to hit home.*

MYTH: Coffee sobers you up

FACT:

- 1) *Nothing changes the rate at which the liver burns off alcohol.*
- 2) *Stimulants such as caffeine merely counteract some of alcohol's depressant action on the brain, with the result being a less drowsy drunk.*

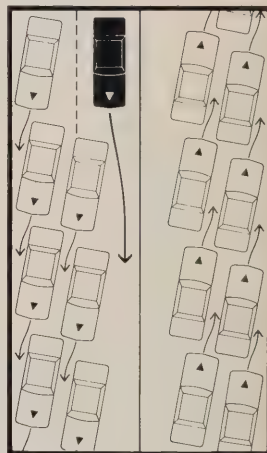
A black and white photograph showing a building with a sign that reads "HILMAN NICE CENTRE". The sign is partially obscured by a dark, horizontal structure, possibly a tree branch or a railing. The image is grainy and has a high-contrast, almost abstract quality.

But you think it's just a cop after some guy who's going five miles over the limit. So you don't bother to pull to the right; you don't bother to stop. And the officer loses that particular race against time.

When you do — and everyone does — the seconds will add up. And they'll save someone that somebody loves.

When you do — and everyone does — the seconds will add up. And they'll save someone that somebody loves.

RIGHT



In heavy traffic motorists in the right hand lane must pull as close to the curb as possible. Motorists in the left hand lane pull as close as possible to them. The law states that traffic *in both directions* must pull to the right and stop.

Enforcement is the key

St. Thomas police force got tough with seat belt offenders this past summer. And, it worked.

A visual seat belt survey of drivers and right front-seat passengers was conducted with the assistance of the University of Western Ontario multi-disciplinary accident research team from London.

It was done to examine the effect of random vehicle police checks in increasing the levels of seat belt use.

Constable Glen Hodgson, community services safety officer,

joined forces with the investigators' John Tryphonopoulos and Zygmunt Gorski to plan the survey. A strategy was arranged whereby a pre-test survey of seat belt use would be conducted, followed by an enforcement campaign, then a post-test survey.

To ensure validity of all results, the surveys were conducted at the same times and same days of the week at the same locations. Spot checks by police would be conducted on another date at the same times and locations.

The initial survey of 761 vehicle occupants from three locations in St. Thomas revealed a seat belt use percentage of 47 per cent.

The enforcement campaign was held a week later on July 14. As part of the campaign, spot checks were conducted at two of the locations sampled in the initial survey.

The police force also tried something different. It advertised, using local news and radio. It was hoped the publicity surrounding the planned crackdown would encourage motorists to buckle up and avoid the \$53.75 fine.

Following the spot checks, surveys conducted on July 28 and Sept. 8

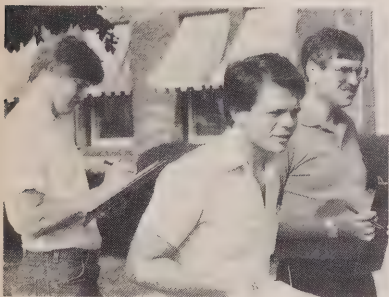


revealed an increase in seat belt usage to 67 and 66 per cent, respectively.

Of particular interest was that, in the third location where no specific spot checks were conducted, the seat belt use rate was 65 per cent.

In summary, the 20 per cent increase in usage indicated seat belt use can be increased substantially through a combination of media publicity, increase enforcement and spot checks at specific locations.

Since this study the police force is conducting at least two hours of seat belt use spot checks per week. Constable Hodgson believes that similar checks, conducted at any given hour, could reduce impaired driving and other Highway Traffic Act violations.



At the scene of a spot check is (left to right): Zygmunt Gorski and John Tryphonopoulos, accident research team investigators from University of Western Ontario, and Const. G. Hodgson.

SAFETY BRIEFS AROUND THE WORLD



HONG KONG: Help guard against falling asleep at the wheel with a new Drive Alert Warning Device, designed to signal an individual they have started to doze off and it's dangerous to continue driving. Surrental Ltd., manufacturers and exporters of the device, has put it through strenuous tests to ensure it functions perfectly.

Very light (15 grams including battery), it can be worn on either ear, regardless of whether or not you wear glasses. It follows the movements of the driver's head, noting the different degrees of inclination. Once a certain threshold is reached, it triggers off an alarm generated by the smallest buzzer in the world. Any threshold of inclination beyond which the alarm goes off is chosen and can be pre-selected by the drivers, according to the position of their

heads and individual driving postures. A small runner, located on the top of the apparatus pivots up to 72 degrees, permitting a pre-setting of four degrees at a time.

It's available in Canada via SRS Import Export Ltd. in Beamsville, Ont.

* * *

ENGLAND: There is encouraging news from the Campaign Against Drinking and Driving (CADD), England's fledgling effort against drinking drivers. The issue is beginning to gain recognition, according to CADD's Hilda Armstrong of West Yorkshire. Armstrong reports the group's second general meeting was held in Birmingham and they have been quite successful in attracting media attention to the drinking and driving problem.

CANADA: Ontario car buyers finally have a "lemon law" to protect them from manufactured defective vehicles. It will help them get repairs, replacements or monetary awards from manufacturers. Effective Nov. 15, 1986, the Ontario Motor Vehicle Arbitration Plan provides a fast, low-cost, binding alternative to legal action for owners of cars flawed by manufacturers' defects.

* * *

U.S.S.R.: Want to change the colour of your car or add a cue ball to the stickshift? Not in Moscow you can't. Any alterations to a vehicle, after it comes off the assembly line is against the law. Militiamen are fining owners even for driving a dirty car. And, hornblowing? Out of the question. The fine . . . 30 roubles (about \$60 Can.).

THIS IS THE LAW

Did you know that

According to the Highway Traffic Act section 150(a), the driver of a bus, when transporting children to and from school upon approaching on a highway a railway crossing that is not

protected by gates or railway crossing signal lights or unless otherwise directed by a flagman, shall stop such vehicle not less than five metres from the nearest rail of the railway. Therefore, if there are visible crossing signals and/or gates, school buses need not stop at such railway crossings.

In a previous issue of Ontario Traffic Safety the "Can you make the grade?" quiz stated all buses must stop at all railway crossings. *This is a safety practice endorsed by the Canada Safety Council in their program "Operation Lifesaver".*



Zero BAC level . . . cont'd from page 3

zero BAC level is the difficulty of measuring the BAC. "We have a speedometer approach to drinking," he says. "Numbers are all right for speed limits, but not for impairment. . . it's difficult to tell exactly what your BAC level is."

For these reasons Robinson suggests a more reasonable limit would be .05.

The Australian province of Victoria

has a minimum BAC level of .05 for its regular drivers and a .0 level for probationary drivers.

The legal blood alcohol concentration limit under the Criminal Code of Canada is .08. In Ontario, if your breath sample reads .05 or more on a police breathalyzer, the police can suspend your driver's licence for 12 hours.

Coming Events

January 5, 1987 — Driving Instructor Course, Ontario Safety League. For information contact E.L. Moore, manager, traffic safety department, 82 Peter Street, Toronto, M5V 2G5 (416) 593-2670.

January 13, 1987 — Driving Instructor Course (part time) Centennial College of Applied Arts and Technology. For information contact the college at 752-4444 or Ralph Harrison 485-0804.

February 9, 1987 — Fleet maintenance course, Ontario Safety League.

February 23, 1987 — Motor fleet driver trainer course, Ontario Safety League.

February 26, 1987 — Driver instructor course (part time) Sheridan College. For information contact Ron McCrae at 749-5367.

March 16, 1987 — Driving instructor course, Ontario Safety League.

April 7, 1987 — Driver instructor course (part time) Centennial College.

April 13, 1987 — Vehicle accident investigations course, Ontario Safety League.

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff.

Sharon Bagnato
Margaret Barcza
Peigi Rockwell

Contributions or queries should be addressed to the editor.

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ontario traffic safety

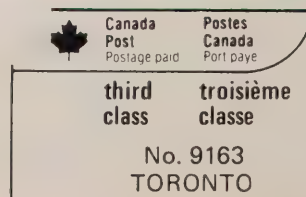
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Ed Fulton, Minister
David G. Hobbs, De

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Editor: Miss Terry Di Carlo
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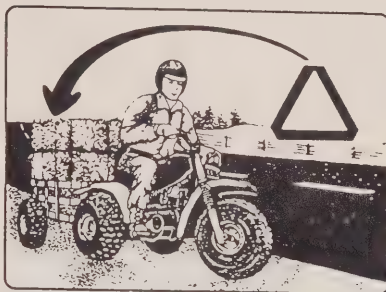


SPRING 1987

Amendment to Off-Road Vehicles Act re trappers

Licensed trappers will now be allowed to drive all-terrain vehicles along highways when using such vehicles to tend their traplines as a result of an amendment to the Off-Road Vehicles Act.

While operating an ATV on a highway, trappers will have to display a slow-moving sign on the rear of their vehicle; hold a valid driver's licence; wear an approved helmet and have insurance.



Equal rights affects snowmobilers

The age at which snowmobile operators can drive their vehicles across a highway has been raised from 14 to 16.

Transportation and Communications Minister Ed Fulton made the announcement on behalf of Attorney-General Ian Scott whose ministry introduced the change to the Motorized Snow Vehicles Act effective Dec. 18, 1986.

It came under the equal rights statute in accordance with the Canadian Charter of Rights and Freedoms.

"This change brings the age for

operating snowmobiles across highways into line with current requirements for the operation of other motor vehicles," said Fulton.

"I also believe it will have a positive effect, keeping younger, less experienced snowmobile operators away from the road."

Under Ontario Law, operators can drive a snowmobile on trails from age 12, provided an approved course is completed and they are in possession of a valid operator's licence.

Last winter, eight snowmobile operators were killed and 159 injured in highway-related accidents.

Stricter system

In response to recent concern over access to driver and vehicle information, MTC has introduced a revised, stricter system.

Those who request information must now provide their name and address and produce confirming identification, such as a driver's licence, plus provide a reason for the search. That's in addition to the regular \$5 fee.

MTC staff will monitor the nature of the requests to determine if any further changes to policy are needed.

The current system allows the release of records for the required fee plus driver licence or plate number. Driver and vehicle records have been considered to be public data bases as they are in almost every North American jurisdiction.

Motor vehicle staff remain convinced that almost all requests received have been valid — from private citizens concerned with checking previous car ownership or identifying owners involved in accidents or blocking private driveways.

Annually, MTC processes approximately 1,850,000 requests for driver records and 100,000 for vehicle records.



Safe driving tips...

Highway hypnosis

Driving for several hours on an expressway can be very boring. In fact, it can lead to "highway hypnosis".

With few hills or curves to contend with and driving a long distance at about the same speed, one can become less alert.

Highway hypnosis does two things.

First, the driver becomes a "spectator" at the wheel of the vehicle rather than the person who's doing the driving. One starts to pay less attention to what's happening, everything seems to float by.

Second, one may fall asleep at the wheel.

As soon as you start to feel sleepy, do something different. Open a window. Talk to passengers, sing or move your body a bit.

If possible, stop at the first service

centre or rest area and take a short walk or have a coffee. Eat a light snack.

If that doesn't make you feel any more awake, find a place to sleep for an hour or for the night.

Drivers can help prevent highway hypnosis when they follow a few simple rules:

1. Don't eat a heavy meal before driving.
2. Wear comfortable clothing.
3. Talk to passengers, but not to the point of distraction.
4. Keep your eyes moving and check your rear-view mirrors often.
5. Take an interest in all road signs and traffic around you.
6. Take a coffee or walking break every hour or so.
7. Don't try to drive too far in one day.



You may sometimes travel behind the same vehicle for hours which can add to the boredom.

8. Avoid driving during normal sleeping hours.
9. Keep the temperature in the car cool.

Winter driving film now available

It's finally here!

MTC's comprehensive winter driving film, *Power Under Control — Limits of Performance*, is now available to interested groups.

A joint venture by MTC and Powell Motorsport Ltd., it was produced with the co-operation of Esso Petroleum, Canada, and General Motors, Canada Ltd.

The film copes with the limits imposed by weather, technology — and our own understanding of the driving task.

To improve our level of understanding, it looks at "driving properly", what this means and how we do it. It then teaches the control skills needed to drive properly in threatening winter driving situations.

Designed for classroom use, the film is divided into three episodes of approximately 20 minutes each.

Episode one deals with getting ready, preparing yourself and your car for winter. Good tires and good attitudes are stressed, as well as proper seating positions. Other topics include smooth starting techniques to avoid getting stuck, and winter emergency kits.

Episode two covers braking and steering techniques. The point is



made that, at limit conditions, you cannot brake and steer at the same time. The film shows how to separate these functions for best control. Three basic braking methods are compared for effectiveness and control in winter conditions: threshold braking; pumping the brakes and four-wheel lock emergency braking.

Also introduced is the new, computer-controlled anti-lock braking systems (ABS) which are beginning to appear on specialty production vehicles and some family sedans.

Dramatic improvement in vehicle stability and control brought about by ABS is demonstrated by using a prototype Corvette. ABS makes it now possible to brake and steer at the

same time under limited conditions.

The episode ends with an explanation of fundamental cornering technique, minimizing side forces and maximizing turning radius to reduce the probability of spinning out.

Episode three brings it all together. It builds on the knowledge gained from the first two episodes and concentrates on specific skid control techniques.

To make sure the film accomplished the task set out by MTC, it was shown to Transport Canada officials, major driving school instructors, car manufacturers, educators in high schools and fleet managers.

"We wanted to be sure the film hit the mark," said Ontario Minister of Transportation and Communications Ed Fulton. "Quite frankly, I am pleased with the results — and so are they."

The film is available free on a loan basis from the ministry's A/V section, 1201 Wilson Ave., Downsview, Ont. (416) 235-3902. Videos are available for purchase (\$49.95) from Powell Motorsport, Carlan Industrial Plaza, Simcoe St. N. & Reg. Rd. 8, Port Perry, Ont. L0B 1N0.



Ride for sight

The Motorcycle and Moped Industry Council will hold its fifth national Ride for Sight, June 13-14.

Motorcyclists in each province will ride to raise funds for the RP Foundation of Canada, which supports retinal research.

Retinitis Pigmentosa is the name for a related group of genetic eye diseases which affect the retina. These disorders cause gradual loss of vision and often lead to blindness. As a group, they are the major cause of blindness in Canada.

Since 1979, dedicated motorcyclists have raised almost 1.3 million dollars to support Canadian scientific research into causes, treatment and cure for RP eye disorders.

For further information, contact Robert Ramsay, executive director of the MMIC at 45 Richmond St. W., Suite 204, Toronto, Ont. M5H 1Z2 (416) 869-3748.

Mississauga principal shares concern

Most children learn their first safety lessons in elementary school. And they're important lessons which stay with them for their entire lives.

But for a Mississauga school principal, those lessons are reaching the wrong audience.

Cecile Kendrick, of St. Timothy Separate School, says she has encountered numerous problems with parents jamming up the school parking lot while dropping off and picking up youngsters.

And it's not just a matter of inconvenience either, with more than a few close calls and one minor accident in the past year. A child was struck although not seriously injured.

"I've done just about everything but stand on my head," said Kendrick. "And it's a problem not just at my school, but others as well."

With parents parallel parking in the fire route, double-parking and causing serious traffic tie-ups, Kendrick said she has her hands full directing traffic every weekday afternoon. And the problem is doubled whenever it snows or rains.

On any given day, up to 30 cars, two buses, four vans and several taxicabs plug up the parking lot.

The principal is hoping parents line up in an orderly fashion before a child is killed. To this end, she is planning to send out regular newsletters to get the message across.

"I've already had several heated confrontations over it. It's a real headache, morning and night," she said. "We've got to get this message of safety across before a tragedy occurs."



THIS IS THE LAW

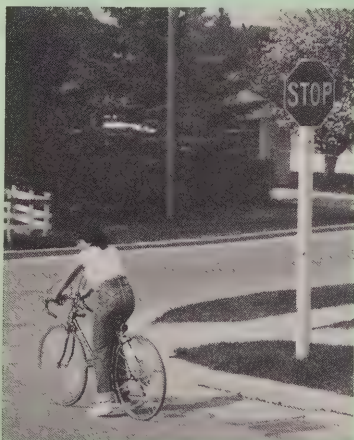
Did you know that

Under the Highway Traffic Act, the driver of a bicycle is subject to the same rules of the road as a driver of a motorized vehicle.

This means you must stop your bicycle when approaching a STOP sign, then proceed only when it's safe to do so.

Also — you must stop your bicycle at a RED SIGNAL LIGHT and wait 'til the signal changes to green before going through the intersection.

It's the law — it's there for your safety. And not obeying it could cost you a fine — or, tragically, even your life.



NOTICE

New MTC telephone numbers

Ontario's Ministry of Transportation and Communications has gone high-tech with its telephone system.

So, all drivers and vehicles enquiry, general information and road information phone numbers have been changed.

Anyone wishing information regarding winter road conditions should now call 235-1110; drivers and vehicles enquiry 235-2999 and general information enquiry 235-2771.



Write your way through University

Attention all students!

Here's your chance to write your ticket to university and voice your opinions on traffic safety!

This year's "write your way through university contest", sponsored by Young Drivers of Canada (YD of C) and Goodyear Canada, is asking for articles and short stories on the topic "What is the solution to traffic accidents?"

The student submitting the best article or short story on the topic will be awarded a scholarship to cover tuition fees for a maximum of three years at any Canadian university or community college in addition to \$500 for books.

Traffic accidents are the leading cause of death for today's young people. Both Goodyear and YD of C

want to stimulate discussion and thought on this subject to try to reduce traffic deaths.

Is the answer tougher tests? . . . or maybe better driving instruction? . . . and what about greater involvement by a young persons' parents?

The competition is open to all secondary school students in grades 11, 12 and 13 with each Canadian school submitting their best entry in either English or French. Entry forms must be completed by a school official.

The entry should be 1,200 words (plus or minus 10 per cent) and typed double spaced with 3 cm margins on 21 cm x 28 cm white paper.

The winning entry will be chosen by an independent panel of judges. Emphasis will be put on writing ability and content.

Last year's winner was JoAnne Dionne a grade 12 student from Salmon Arm, B.C., who wrote a short story entitled "Believe It Or Not" on the topic "Am I a better driver when my friends aren't around?". Her story was written as a dialogue.

Toward the end of the story one of her characters offered this bit of advice:

"Of course you may still drive with your friends! However, remember that driving is serious business no matter who you are with. Your friends are important to you just as you are important to them, and it would be horrible if anything disastrous happened while you were driving carelessly with them. I realize that his sounds like a cliché, but if you use common sense, and concentrate on what you are doing, you and your friends will be able to enjoy many future fun times together OUTSIDE of the car."

If you believe you would like to write an article or a story based on this year's topic, get your teacher or a school official to contact a Young Drivers of Canada office in your area for an entry form.

All entries must be postmarked no later than May 15, 1987 and sent to: Young Drivers of Canada, 2084 Danforth Ave., Toronto, Ont. M4C 1J9.

Hong Kong visitors



Ng Yam (left) and Lun Leung (right) of the Hong Kong School of Motoring spent one week in Toronto last November examining some of this province's current methods of automated driver training.

John Svensson, president of Guelph's Training and Research Institute for Advanced Driver Development, was their host and guide and introduced the pair to some of MTC's key driver examination personnel.

The Hong Kong school — the only one of its kind in the colony — will soon be having automated in-class

driver courses. Currently, the curriculum consists of only 22 hours in-car training.

The school sees about 1,600 students per day and there have been approximately 20,000 graduates since it first opened three and a half years ago.

Hong Kong has a population of six million and a current accident rate of approximately 7,000 accidents per month.

According to Leung, "The point of our trip is to research current driver training methods to find one suitable for improving the safety and knowledge of Hong Kong's drivers."

Road Sense

Common sense! That's basis for all human actions.

So . . . why don't most drivers use it?

Is it common sense to merge into a fast-moving, snow-packed multi-lane freeway and go right into the passing lane? Certainly not.

How can a driver bring his/her vehicle up to speed with the flow of traffic without causing a hazardous situation? Remember it's snow-packed and slippery.

Common sense will tell you the only way to merge into a freeway under these conditions is to do it carefully, merging with the flow one lane at a time. And, unless you will be going faster than the flow, you should not even be in the passing lane.

So, drivers . . . learn to drive for the safety of others as well as yourself.

Do you have a pet peeve about drivers. Well, let's hear them. The best will be published in upcoming issues.

Car-animal collisions can be fatal

Being an alert, careful driver, especially in deer country, is the No. 1 way to avoiding hitting the large critters on Ontario's highways this spring.

But officials with Ontario's Ministry of Natural Resources, in co-operation with MTC and the OPP, are working to develop other effective ways to prevent potentially-tragic accidents.

Especially with moose where the adage, "the life you save may be your own" has no better application. A collision with an 850 to 900 kg (one ton) moose is going to do more than just dent your grill.

Spring and fall are the worst times for such collisions — the animals are moving around, searching out food and licking up road salt that has been applied to highways during winter.

"As well, there is a lot of vegetation coming up by the side of the highways," said Glynis Newman Smith, a district biologist with MNR in Maple.

While the majority of the 3,100 car-animal collisions recorded in 1985 were with smaller game, there were enough large-animal cases to warrant



serious investigation by MTC and MNR officials.

Because of their large size and unpredictability, moose are a major concern in northern Ontario.

According to Ron Purdy, head of MTC's traffic section for the Northern Region office in North Bay, the issue is particularly important "at night, because that's when the moose hazard poses the greatest threat".

In the Nipissing Crown Game Preserve area, four large oversize signs (each 120 cm square) warn of

moose crossings. As well, standard 60 cm-square signs are spaced at eight kilometre intervals along Highway 11. These are also "tabbed" — they have an extra sign hanging below them warning drivers of the added danger moose pose at night.

These "Night Danger" signs were added in December and remain until OPP and MNR officials, who are monitoring moose sightings during the peak seasons, decide the danger of "moose at night" is over.

Said Newman Smith: "The main reason for the problem, of course, is that roads cut across natural, well-travelled wildlife corridors."

The solutions? They range from high-frequency sound devices attached to the car to scare away deer ("not very effective," according to MNR sources) to speed bumps and lower speed limits in deer-and-moose prevalent areas, to specially-reflective signs, keeping trees and favoured vegetation from the road's edge, and building overpasses through the corridors.

All have been tried in various areas of the province. But, probably, the most sensible solution, according to Newman Smith, is to drive more carefully when in deer country.

Preventative maintenance

For the average driver, only a mechanic can keep a car running smooth with regular servicing and tune-ups.

Besides regular checkups, drivers should use their sight and hearing to note anything unusual when their car is actually running.

Does it make strange noises? Does it manoeuvre differently than usual? Are there drip stains under the car when it is parked overnight?

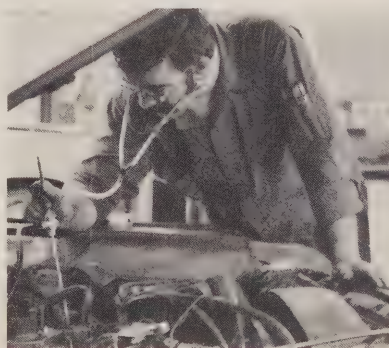
These are early warning signs of trouble and should be looked at right away.

When something is wrong, don't just take the car in and ask for a tune-up. Mechanics have no other choice than perform a tune-up, because they won't know you've noted a problem unless you tell them.

Mechanics need to know exactly what is wrong in order to correct any difficulty. Therefore, keep track of when any problem appears, such as those which are apparent after it's warmed up, or at

highway speed, or in a traffic jam, etc. Note too, what the problem sounds like. And in what circumstances you noticed it. Ask the mechanic to check those specific symptoms.

No matter how well a car is cared for, there are bound to be some mechanical breakdowns. However, the owner's manual, a sharp eye and ear, a bit of common sense and, of course, a good mechanic who can be trusted, will prevent many car care problems.



The "Night Danger" sign is added to the regular moose crossing sign when there is increased danger of "moose at night".

SECONDS CAN SAVE

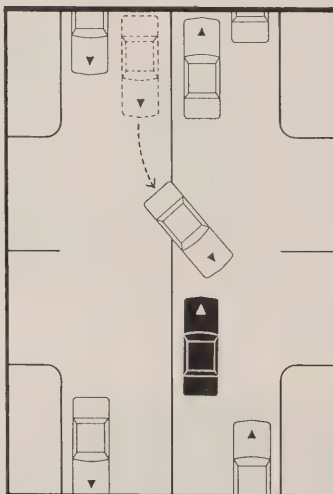


A black and white photograph of a fire truck in motion, with a firefighter on the back. The truck is labeled "T.F.D. PUMPER NO. 8". The background is blurred, suggesting speed.

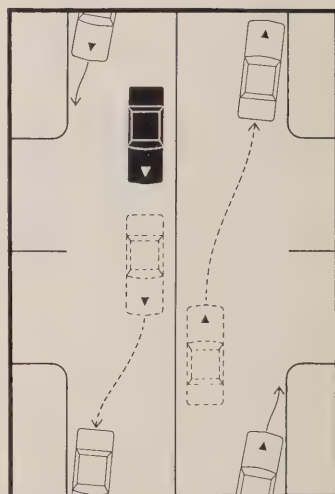
Whirl, the lights are flashing and the sirens going, firefighters are in a race against time. And as they race they're praying everything goes their way. That no one pulls out in front of them. No one blocks their way. No one makes a turn across their path. And that every single driver on the road pulls to the right and stops.

Because a fire-fighting team knows every single second counts. And because they know what could be waiting for them — a child screaming in a fourth story window. A woman marooned on a burning roof. A man, unconscious, hidden by smoke and flames.

And they know if it was your home, your father, your wife or your child — you'd pull to the right and stop.



A motorist makes a left hand turn across the path of an oncoming emergency vehicle. This is not just an unlawful action it's one inviting catastrophe.



The motorist must abort the left hand turn, by pulling to the right and stopping — being sure, of course, not to block the intersection.

6

Fuel efficiency in the classroom

MTC's DriveSave office is taking its message of fuel efficiency to the driving schools.

With the encouragement of the driving schools' management, MTC staff is offering fuel-saving hints to driving instructors right in their classrooms so they can pass the message on to their students.

Already three Toronto driving schools, Young Drivers of Canada, City Driving School and Clare's Driving School, have invited MTC to give the seminars and the staff is prepared to offer the seminars at driving schools throughout Ontario.

"We're trying to reduce Ontario drivers' dependency on oil," explains Carl Wiese, a DriveSave fuel economy instructor. "The average driver could save at least 20 per cent of his fuel bill which comes to between \$200 to \$500 a year."

There are all sorts of tricks to reducing fuel consumption, says Wiese, such as driver training, proper vehicle selection, regular tune-ups and properly inflated tires.

"Over 90 per cent of all cars have at least one tire which is underinflated," says Wiese. "And for every two pounds (14kPa) of underinflation you have one per cent poorer fuel economy."

In their presentations the DriveSave instructors use the film "The DriveSave Zone" and also provide the schools with brochures and posters for distribution. The driver instructor receives an MTC certificate upon completion of the three-hour seminar.

In addition to reaching new drivers through their driving instructors, DriveSave is sending a University of Waterloo co-op student to speak directly to high school driver education classes.

"I'm trying to encourage fuel efficiency for dad's car," says Waterloo student Shirley-Anne Off, "and I suggest by saving fuel not only are they learning good driving habits but their conscientiousness may even earn them the chance to borrow the car more often."



Joe Yurman (left), owner of City Driving School, and MTC's Carl Wiese show driver instructors how to explain fuel efficient driving techniques to a class of new drivers.

The DriveSave program has given successful seminars to fleet managers for the past five years and with this new effort to reach driver instructors and new student drivers, more people will be aware of DriveSave's money-saving hints for fuel efficiency.

If you would like to learn more about DriveSave or receive their pamphlets on fuel efficiency write to: DriveSave, MTC, Central Building, 1201 Wilson Ave., Downsview, Ont., M3M 1J8.

SAFETY BRIEFS AROUND THE WORLD



WEST GERMANY: According to Dr. Alwin A. Timmerman of the Auto SichtenSicherheit (sight-safety) research institute (ASSeV) in Cologne, vehicle windshields should be checked periodically for surface damage.

Repeated impact with pebbles, dust and dirt particles, flying insects, scratches caused by ice scrapers and defective wipers, result in a kind of "haze". This is not evident in daylight but can become critical at night when the glare of street lamps or approaching headlights is broken and scattered by the numerous, minute nicks and scratches in the windshield surface.

Timmerman pointed out that for a tired nighttime driver, this could make the difference between safe and unsafe driving conditions, especially in bad weather. Tests at the institute showed that diffused light obscured objects near the light source. And, several studies in

the United States have related windshield damage to driver response time and visual perception problems to accidents.

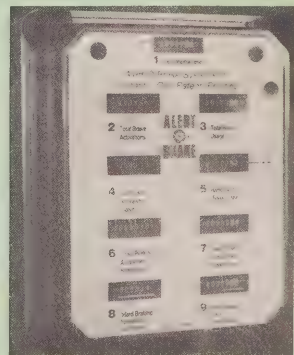
Because the haze is difficult to detect with the unaided eye, Timmerman invented a Stray Light Analyzer to measure windshield wear and damage caused by scraping wiper blades and impacts by dust and sand particles. The device is presently being tested in Sweden.

* * *

CANADA: A Canadian company, Alert-O-Brake Systems Inc., has manufactured a new instrument for controlling tractor-trailer brake activations. Easily installed on a tractor or trailer, it provides a permanent and lasting record of the vehicle's brake use. It monitors virtually all applications of the brakes, including total brake activations, hand valve (spike), "hard braking" of the foot pedal

and hand control valve (spike) in both count and time.

This information will eliminate the industry-wide problem of operator "spiking", translating into savings on tires, brakes, etc. In addition, the information can be used to evaluate driver performance and safety for establishing exact maintenance schedules for trailers.



Coming Events

April 13, 1987 — Vehicle accident investigation course, Ontario Safety League. For information contact E.L. Moore, manager, traffic safety department, 82 Peter Street, Toronto M5V 2G5 (416) 593-2670.

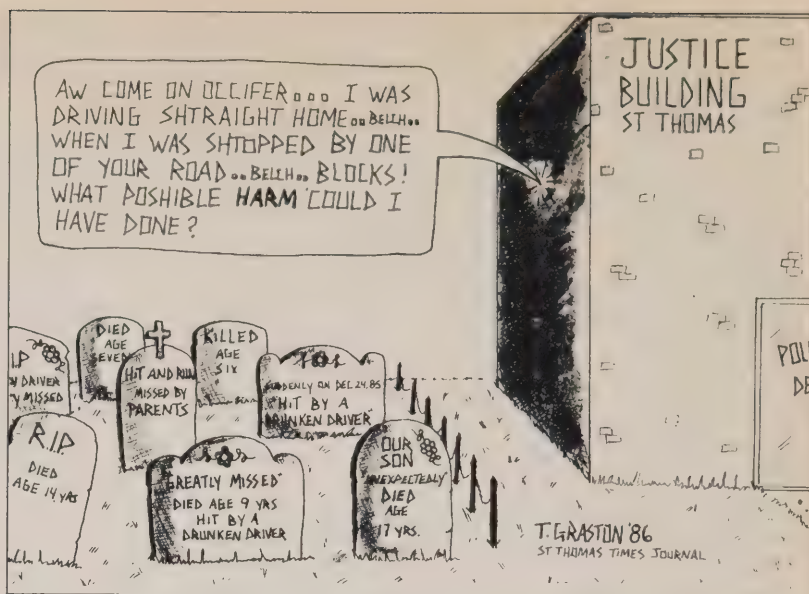
April 21, 1987 — Driver instructor course (part time) Sheridan College. For information contact Ron McCrae at 749-5367.

May 20, 1987 — Advanced classroom instructor course, Ontario Safety League.

June 1, 1987 — Instructor development training for the defensive driving and professional driver improvement programs, Ontario Safety League.

June 10, 1987 — The 1987 international auto extrication competition to be held in Toronto at York University. For more information contact David T. Fields, fire advisory services, office of the fire marshal, Ministry of the Solicitor General, 7 Overlea Blvd., 3rd Floor, Tor. Ont. M4H 1A8, (416) 964-4857.

June 16, 1987 — Driver instructor course (part time) Sheridan College.



For information contact Ron McCrae at 749-5367.

July 6, 1987 — Driver instructor course for teachers. Applicants must have Ontario teacher's certificate. Location York University Centre for Continuing Education, 4700 Keele St., Downsview, Ont., M3J 2R6 in conjunction with the Ministries of Transportation and Communications and Education and York Region Board. For information call (416) 736-2100.

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff.

Margaret Barcza
John Cooper

Peigi Rockwell

Contributions or queries should be addressed to the editor.

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ontario traffic safety

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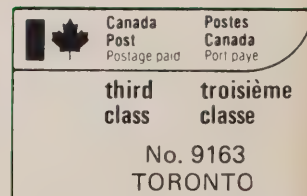
Ed Fulton, Minister
David G. Hobbs, Deputy Minister

Editor: Miss Terry Di Carlo
(416) 235-4874

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SUMMER 1987

It's fun: but Cuddling can Kill!

Can only love break your heart? Literally?

No, but cuddling can. That's the message MTC's safety co-ordination and development office along with the public and safety information branch are trying to hammer home to parents this year.

According to safety policy officer Barbara Bisgrove, the "Cuddling Can Kill" campaign began in March with a large advertisement which ran in 19 Saturday newspapers.

The ad, designed to be easily understood in any language, outlines the importance of keeping children off adults' laps and getting them into child safety seats.

And it's a message that has never been more timely. According to an Ontario roadside survey conducted in 1984, almost half of the children under one year of age were travelling on laps.

"When we look at fatalities, one-third of the children under age five killed between 1980 and 1985 were travelling on laps," said Bisgrove.

This summer, posters, 4,000 in English and 1,000 in French, outline the same important message as the advertisement. They will be produced and distributed by MTC.

They will be displayed in doctors' offices, hospitals, day care centres and



Stickers promoting use of child safety seats are available through MTC's safety co-ordination and development office.

MTC's travelling safety trailer. In short, anywhere you're likely to find a parent and young child.

There are some good reasons for the campaign, Bisgrove noted:

- Between 1980 and 1985, 26 children under age five who died in automobile accidents were riding on a lap.
- The vulnerability of young children (their heads are large in proportion to their bodies) means they often move head first during an accident.
- Sitting on an adult's lap, a child could

meet the dashboard or windshield head-on and be crushed by the adult's body. Or ejected from the car. The result? Often, it's serious head injuries.

- In a series of tests at Michigan's Highway Safety Research Institute, male and female adult volunteers were fastened into a seat by a lap-shoulder belt. Each volunteer held an eight-kilogram dummy representing the size and weight of a small baby. Even at simulated crash forces of only 24 km/h (15 mph), no one was able to hold on to the "baby".

- Children in safety seats or seat belts have consistently less severe injuries than unrestrained children.

A positive result of the advertisement is that more people are calling for information on child safety seats, noted Bisgrove.

"We have gone from an average three calls per day up to seven in our office alone," she said. "And that's not even counting the many calls received by MTC's information branch, regional offices and local agencies."

Bisgrove said she is hopeful that by increasing the issue's publicity, the trend toward using child safety seats will also increase.

The result? Hopefully, a proportionate decrease in unnecessary deaths, a fact that would likely bring a smile to any parent's face.

Survival tips for all-terrain vehicle riders

All-terrain vehicles (also called off-road vehicles) can be a terrific way to enjoy summer fun. But there are serious facts about ATVs everyone should know before riding.

All ATVs must be registered with MTC for a one-time fee of \$25.00 and licence plates can be obtained at any vehicle licensing office. However, they can not be registered to those under 16 years of age.

Make sure you have familiarized yourself with your particular type of ATV before attempting to ride. Read the owner's manual carefully and practice riding techniques in an open, off-road area away from obstacles and other riders.

Remember, ATVs are intended for off-road use and aren't designed for use on paved surfaces. You should know the places you can ride and the protective gear

ATV riding demands.

When riding, learn how to read the terrain and react to changes along the trail. Stay away from dangerous unknown territories such as dangerous slopes and impassable swamps. Stay on existing trails.

Most important, be aware of the laws pertaining to ATVs wherever you're riding, use common sense and always follow safe-riding practices.

SAFE DRIVING TIPS

Driving with a trailer demands skill

Driving a car with a trailer has its own legal responsibilities and requires added driving skills.

First of all, anyone taking a trip and pulling a trailer, will have to be carefully packed. Sixty per cent of the total weight of the load should be in the front half of the trailer.

The back of the car will have to support part of the trailer's weight, so the trunk of the car can't be overloaded. It will become evident that the car handles differently with the extra weight and this is one very good reason for increasing the car's tire pressure.

More manoeuvring room is needed for making turns, so the turn should be started from a position slightly farther away from the curb. Travelling uphill will be more

difficult because of the added trailer weight, so a lower gear may have to be used.

Yet backing with a trailer is probably the most difficult driving manoeuvre to accomplish. To back, turn the steering wheel in the opposite direction to the one in which you want the trailer to move. If you want to back the trailer to the right, steer to the left.

You'll have to turn the steering wheel slowly and a small amount each time. Don't steer too sharply when backing because the car and trailer may "jackknife."

Additional tips for safe trailering:

1. New drivers should wait until they have

more driving experience before attempting to drive a trailer.

2. Each province has its own set of laws about trailers. Make sure you know them before you enter that province.

3. Check your car driving manual for additional details on pulling a trailer.

4. It's unsafe to travel with passengers in the trailer and in some cases may also be illegal.

5. For more information take along MTC's Recreational Vehicles Handbook.

Have a safe and fun trip!

Want to stay alive? Then BE BIKE SMART

"More children are injured in cycling accidents than in any other sport," says Easter Seal's Marlene Cullen.

And more often than not, cycling accidents can be avoided by educating children before they get on their bikes.

Children are most often involved in car-related accidents because they aren't thinking about safety. They ride out of driveways without looking; they don't stop for stop signs or signals; they ride against the traffic and they turn without checking for oncoming traffic. All of which could result in potentially fatal accidents which should be avoided.

"Quite often parents teach a child balance and that's where the bicycle training ends," says Cullen. "Parents have a responsibility to teach their child good cycling practices."

The Ontario Easter Seal Society brochure "Be Bike Smart" helps parents prepare for their child's inevitable request for a bike. It provides tips on buying a bicycle as well as the rules children should learn before taking off on their new bike.

"Learning 'bicycle maturity' is a family responsibility and is time well spent," says the brochure. It insists cycling be taken seriously and the child learns that the bicycle is like a car — not a toy.

It outlines the importance of safety gear such as helmets and reflective clothing. It goes over the skills a child needs to ride safely and encourages the parent to make bicycle training a shared experience.

An important part of The Easter Seal Society's mandate is to reduce children's accidents. The emphasis on cycling grew from the society's belief that cycling injuries are a major problem.

The largest number of deaths and injuries occur in children 5-14 years old. With the growing interest in cycling, the Society maintains the number of accidents will

increase comparably.

The Canadian Accident Injury Reporting and Evaluation (CAIRE) project studied five major Canadian hospitals from January '82 - December '85 and reported 8,669 bicycle accidents. 3,229 of those accidents involved head injuries. The Easter Seal Society suspects many young cyclists' minor injuries go unreported.

In an effort to reduce the number of disabling and fatal bicycle accidents, The Hospital for Sick Children Foundation and Canadian Rehabilitation Council for the Disabled (CRCD) are funding the "Be Bike Smart" campaign nationally.

The effective Ontario campaign includes a video featuring champion cyclist Steve Bauer talking about bicycle safety. The Ontario police successfully use the film in their classroom safety talks. They give the "Be Bike Smart" pamphlet to the children to bring home to their parents.

The "Be Bike Smart" video and free brochures, in both French and English, can be ordered by writing to The Easter Seal Society, Public Relations Dept., 24 Ferland Dr., Don Mills, Ont., M3C 3N2.

Cycling's advantages far outweigh the risks. And teaching children to be bike smart greatly increases a family's fun and everyone's safety.



Be bike smart and make cycling a safe and fun family affair.



The rider awareness program is part of a weekend course offered by Centennial College, Scarborough. It is taught by volunteer police from metro's eastern traffic division to enhance motorcyclists safe riding skills.

PC David Stewart provides the class of both new and learning riders with some of the bare facts about the dangers and thrills involved in motorcycle riding. Stewart highlights the course with personal viewpoints as well as with such common sense tips as no drinking and driving.

Rapping about motorcycle safety

When P.C. David Stewart says "Let's rap" he's talking safety.

Saturday afternoons he gives the facts on motorcycle safety to students enrolled in the motorcycle course at Centennial Community College in Scarborough. The two-hour session with new riders is the Rider Awareness Program (RAP).

RAP is designed to bring students on weekend motorcycle courses face-to-face with police who not only know the law but also enjoy motorcycle riding themselves.

"You're here to learn," Stewart tells the students "and we're here to help you out. If you learn with professionals and have the right attitude, you won't become one of the statistics."

And he doesn't hesitate to give them the facts. He lets them know that 15 per cent of all traffic related deaths in Metro Toronto in 1986 involved motorcycles. He tells them that speed and loss of control are the two major causes of motorcycle collisions. He explains the dangers of drinking and riding and to bring the message home he has photographs of recent motorcycle collisions. And they listen.

"The stats sure make you think," says Heather McMinn. She had only been on a motorbike once before taking the course and feels the information will help her when she gets her licence.

Stewart also gives friendly advice as a fellow rider who loves the feel of riding in the open air, "experiencing the sights, sounds and smells which you don't get in a car". Stewart, like many of the other officers who volunteer to do the RAP session, learned to ride a motorbike when he was 16. He still rides one today both professionally and for his own enjoyment.

RAP started last year after the police became alarmed by the high incidence

of deaths related to motorcycle accidents.

"Last year four people were killed in Scarborough when a motorcycle crashed into a car and that gave us the incentive to get RAP off the ground," says Stewart.

"During the 80's we've seen an

increase in the number of car drivers and pedestrians killed in motorcycle collisions and 33 per cent of the motorcycle riders involved in fatal collisions within Metro Toronto were unlicensed. Most involved in these accidents had an attitude problem."



After the rap session, Stewart examines one of the student's riding techniques.

increase in the number of car drivers and pedestrians killed in motorcycle collisions and 33 per cent of the motorcycle riders involved in fatal collisions within Metro Toronto were unlicensed. Most involved in these accidents had an attitude problem."

According to Stewart, the students enrolled in the college's course have an advantage because they start out with the right attitude.

"The RAP session gives us a more positive relationship with the police," says new rider Eric Edquist, "now I won't be afraid to stop a policeman if I need some advice when I'm out riding."

But RAP isn't only designed to educate the students. It is also meant to be a positive means of law enforcement for the police. The program not only encourages mutual respect between the riders and the police but it also is used to educate police officers about how motorcycle rid-

ers are breaking the law and where enforcement needs improvement.

RAP sessions could be conducted at any school with a motorcycle riding course.

If you are interested in learning more about RAP contact PC David Stewart

eastern traffic unit, Metro Toronto Police, 1001 Birchmount Rd., Scarborough, Ontario, M1K 1S1. Telephone: (416) 967-2234.

Road Sense

"I have two pet peeves. The first thing that really burns me is when drivers don't signal. They just kind of drift into another lane or pop in or out. It doesn't take much to signal and would save a lot of headaches. Another thing that bothers me is when drivers fail to switch on their headlights at the appropriate time.

Personally, I prefer driving with them on at all times, and I hate it at dusk and dawn when other drivers don't use them!"

Kathy Galbraith, Peel O.M.A.F.

Good horse sense!

Ontario has approximately 325,000 horses and during the hot summer months, horseback riders are more than likely to want to ride on roads and highways throughout the province. The following should be of interest to them as well as to motorists who encounter such riders.

Ontario Highway Traffic Act as applied to horses

Chapter 198 of the Act states:

51 - (3) "No person driving a vehicle drawn by a horse or other animal and used for carrying articles of burden, goods, wares or merchandise shall when descending a grade on a highway lock any wheel of such vehicle except with the device commonly known as a lockshoe".

Section 127 - (3) "Where a person in charge of a vehicle or on horseback on a highway is overtaken by a vehicle or horseman travelling at a greater speed, the person so overtaken shall turn out to the right and allow the overtaking vehicle or horseman to pass, but this does not apply to a vehicle, road-building machine, or apparatus while engaged in the construction, maintenance or marking of a highway".

(4) "Any person so overtaking another vehicle or horseman shall turn out to the

left so far as may be necessary to avoid a collision with the vehicle or horseman overtaken, and the person overtaken is not required to leave more than one-half of the roadway free".

(5) "Where a person on a bicycle, motor assisted bicycle or a tricycle on a highway is overtaken by a vehicle or horseman travelling at greater speed, the person so overtaken shall turn out to the right and allow such vehicle or horseman to pass and the person so overtaking a bicycle, motor assisted bicycle or tricycle shall turn out to the left as may be necessary to avoid a collision".

Section 145 - "Every person having the control or charge of a motor vehicle or motor assisted bicycle on a highway, when approaching a horse or other animal that is drawing a vehicle or being driven, led or ridden, shall operate, manage and control

the motor vehicle or motor assisted bicycle in such manner as to exercise every reasonable precaution to prevent the frightening of the horse or other animal and to ensure the safety and protection of any person driving, leading or riding upon the horse or other animal or being in any vehicle drawn by the horse or other animal".

Section 149 - "No person shall race or drive furiously any horse or other animal on a highway".

Section 175 - "Every person who, as a result of an accident or otherwise, operates or drives a vehicle or leads, rides or drives an animal upon a highway and thereby damages any shrub, tree, pole, light, sign, sod or other property on the highway or a fence bordering the highway shall forthwith report such damage to a police officer."

Safety rules for horseback riders in traffic

From the Ontario Equestrian Federation Inc.



- Obey all traffic signals, lights, signs or policemen just as if you were driving a motor vehicle.

- Ride with the traffic as far to the right side of the road as possible, unless for safety, common sense indicates otherwise. A horse may become frightened by cars and trucks rushing directly toward him. Do not ride over lawns or other private property.

- Ride single file when traffic conditions warrant and do not meander back and forth

across the road. All riders should be on the same side of the road.

- Never lope, canter, gallop or run on pavement. Running on pavement is extremely dangerous for both horse and rider.

- Always stop and check traffic conditions before crossing roads or streets, and do not cross until it is safe to do so. Stop signs apply to horseback riders as well as to drivers. Do not cross at an angle or keep your horse on the road any longer than necessary. Go straight across the road at a brisk walk. Do not gallop. Never start across a road until all riders are near enough to cross together. (Even when you are certain there is no traffic, stop and look in both directions so that your horse will

become accustomed to stopping before crossing a road.)

- Yield right-of-way to pedestrians.

- When crossing roads and streets, avoid hollows of hills and blind curves or blind corners.

- Use extreme caution when crossing bridges. Wait for a minimum of traffic. Avoid crossing bridges if at all possible by going under or around, but avoid any water of unknown depth or uncertain bottom or currents. (If a horse is nervous on a bridge he needs reassurance--not punishment. If you prefer to dismount and lead your horse across a bridge, do so with very great care and decide in advance to do so, not in the middle of the bridge).

- It is imperative that your horse never get

THIS IS THE LAW

Did you know that

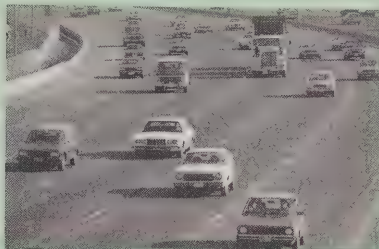
Those taking road trips on Ontario's highways this summer should follow this important piece of legislation for safe and courteous driving.

According to section 126 of the Highway Traffic Act, it is an offence to block overtaking traffic while driving in the passing lane.

The driver being overtaken should signal and turn into the adjacent right lane to allow the vehicle to pass safely.

A driver passing a vehicle should always move back into the right-hand lane when it is safe to do so once the pass is complete and should continue to drive in that lane unless passing.

This law ensures slower vehicles do not block the passing lane.



The roдео consisted of a number of obstacles including a diminished clearance, single lines of pillars as obstacles, and a figure 8 which the kids were required to stay on as part of the balance test.



All riders were required to have their bikes safety checked by the Owen Sound Optimists' Club prior to beginning the roдео. An ad hoc committee of interested parents organized and helped out with the roдео.

Owen Sound bicycle roдео

June was bicycle safety month in Canada. In recognition of the month, and as in previous years, a series of bicycle rodeos took place for kids in the Owen Sound and surrounding townships.

The rodeos were held on four separate Saturdays in June with approximately 600 participants overall. In fact, the event has consistently been one of the largest participated rodeos across Canada.

It is open to grade 3 students and up and involved standardized traffic knowledge and safety knowledge tests. But it all began with a skill test on the obstacles.

As well, the participants were taken on road tests during which they were followed by an adult on a bike to ensure they obeyed the riders rules of the road.

The roдео was run under the direction of Officer Al Hay, a safety officer with the Owen Sound City police.

First, second and third prizes were awarded for all age groups. Medallions were awarded to winners and all participants received a safety button and ribbon.

SAFETY BRIEFS AROUND THE WORLD



CANADA: A picture is definitely worth a 1,000 words in Quebec. The government has created dozens of new road sign pictograms to illustrate things from clam picking to pleasure craft anchorage sites to dance halls to daycare centres. There are so many varied signs that the Transport Ministry has published a guide entitled *Repertoire des pictogrammes*. The idea behind the signs is to create symbols that people of any language could understand. And to assist tourists who don't speak French and would be confused by french-language signs.

U.S.A.: U.S. legislators have approved a

new speed limit of 100 km/h from 90 kmh on stretches of rural interstate highway.

Several studies have shown that drivers in western states are far more attentive to buckling up than in the East. One study showed that more than seven of every 10 drivers wear their belts in Houston and Dallas, compared to about one in four in New York and one in two in Chicago. In fact, Texas leads the U.S. in compliance with mandatory seat-belt laws.

JAPAN: As those of us who haven't been there can imagine, Tokyo, the world's most populous area, has incredibly clogged

streets. But to make matters worse, only major thoroughfares have names and it can take delivery vans hours to find an address. There are 28 million people in the capital region and about 12 million vehicles.

To improve the situation, the Japanese construction ministry recently began testing a computerized system that tells drivers how to get out of traffic jams, how to reach their destination and what streets or expressways to avoid.

The information is displayed on a car dashboard tv screen and the first expected to start using the new guidance systems are taxi drivers and delivery vehicles. If the tests prove successful, Japanese automakers should start incorporating them in their domestic models by 1990.

Emergency response system for Ontario's highways

Anyone who has ever been "marooned" on the side of a busy highway knows the feeling.

Those who haven't cannot imagine it. Isolation. Loneliness. Helplessness.

But MTC, in co-operation with two private firms, is looking to change that scenario.

In April, the ministry launched a six-month study of cellular emergency call boxes on two provincial highways.

The solar-powered, wireless telephone system will be installed at four locations on Highway 417, between Ottawa and the Quebec border, and Highway 400 at Canal Rd., in the Holland Marsh area.

The two private firms are Bell Cellular, a division of BCE Commcor Inc., a wholly-owned subsidiary of Bell Canada Enterprises Inc., and Metro Emergency Team (Canada) Ltd.; Emergency Response, a Montreal-based company which initiated the call box project in Sept. of 1986. Emergency Response is represented in Ontario by Canadian Marketing Group of Toronto.

The project's objective is to reduce emergency response time and decrease unnecessary involvement of police and emergency services in non-emergency situations.



Motorists in distress simply press the button to reach the emergency operator and then speak into an intercom.

"MTC is pleased to have an opportunity to take part in this project," said MTC Minister, Ed Fulton in announcing the project. "I have every confidence the use of this very modern technology will prove a great boon to highway travellers, possibly saving some lives."

To better promote awareness of the study, MTC is distributing posters, showing the call box in use, to driver and vehicle licensing centres in the Ottawa area.

A total of 10 call boxes will be used,

located across the road from each other at each designated point. Situated 1.2 metres (almost four feet) above the ground and accessible to the disabled, they require only a touch to activate.

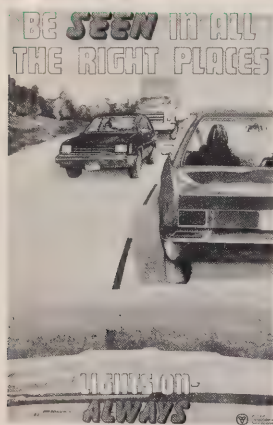
They will be in service 24 hours a day, seven days a week during the project's duration, which begins April 1. Project cost is estimated at \$250,000.

A bilingual operator will confirm motorists' problems and dispatch the information to either the Ontario Provincial Police or appropriate emergency service in accordance with standard, computerized response procedures.

Bell Cellular was responsible for the introduction of cellular telephone service in Canada almost two years ago.

Each of the three parties will assess the project's success according to cost-efficiency, response time and equipment effectiveness. The choice of call box locations was based on proximity to available telephone service, accident experience, variation in traffic volumes and weather conditions.

"Following this test, we will take a good look at the results," concluded Fulton. "Based on them, we will consider whether or not to expand the program and upon what criteria."



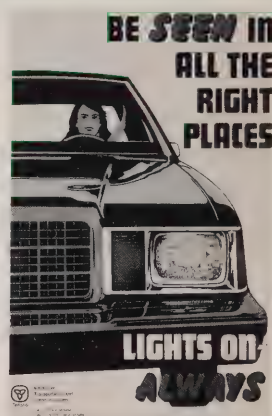
The case for daytime driving lights

the day at low beam or to install specially designed daytime driving lights of a lower intensity.

Transport Canada figures indicate daytime traffic collisions could be reduced by 20 per cent if all vehicles used daytime driving lights — a saving of perhaps \$200 million a year in medical and accident costs.

An estimated 45 per cent of accidents occur when a driver, pedestrian or cyclist fails to accurately judge an oncoming vehicle's speed, position or even presence.

The daytime driving lights make the car more visible, hence easier to judge a car's speed and position on the road. Passing, merging and intersection manoeuvres are more easily accomplished when all vehicles have their lights on. Daytime driving lights provide a contrast between the



Daytime driving with your headlights on is a good safety practice.

"Research indicates vehicles with their lights on can be seen sooner and more clearly at all times," says MTC Minister, Ed Fulton.

By December 1989, all new cars in Canada will be outfitted with low-intensity daytime driving lights which turn on automatically with the engine.

In the meantime, the federal and provincial governments are encouraging drivers to keep their regular headlights on during

moving object and the background, particularly important at dawn and dusk.

In December 1984, Ontario required motorists to use their headlights from one-half hour before sunrise to one-half hour after sunrise. Only motorcycles are required to have their lights on during the day.

Daytime driving lights are mandatory in Sweden and Finland where they were found to bring about a considerable reduction in daytime collisions. In Sweden,

... continued on page 8

SECONDS CAN SAVE



SOMEONE YOU LOVE

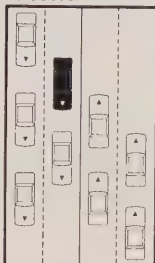
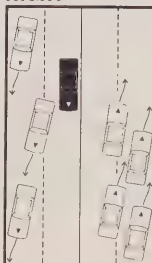
When you hear a siren and see flashing lights on top of a police cruiser, an officer is in a race against time. A race to Sick Kids with rare blood for a child who's losing hers on the operating table; to the airport with a transplant organ for a woman dying in Montreal; to an accident where someone's trapped in a burning car.

But you think it's just a cop after some guy who's going five miles over the limit. So you don't bother to pull the right; you don't bother to stop. And the officer loses that particular race against time.

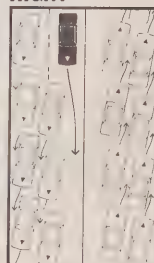
Police in Toronto never use *both* siren and lights for anything but an emergency. When they do, you know you've got to get out of the way. Pull to the right. Stop. Don't make any turns. Don't block the intersection. And watch for the ambulance and firetruck that may be coming too.

When you do — and everyone does — the seconds will add up. And they'll save someone that somebody loves.

WRONG

**RIGHT**

WRONG

**RIGHT**[illegible]

Daytime driving lights ... cont'd. from page 6

head-on collisions decreased by 10 per cent, intersection accidents by 9 per cent, collisions with bicycles and mopeds by 21 per cent and pedestrian collisions by 17 per cent.

To encourage drivers in Canada to use their headlights during the day certain provinces and the federal government have produced a number of posters and brochures using the national slogan "Be seen in all the right places". Ontario designed

two posters and Alberta developed a brochure. In addition Transport Canada produced a guide for fleet operators outlining ways of insuring their drivers use headlamps during the day.

To order the fleet operators' guide, the pamphlet or the posters, please write: Ministry of Transportation and Communications, Public and Safety Information Branch, 1st Floor, West Tower, 1201 Wilson Ave., Downsview, Ont., M3M 1J8.

Does your child want to be a good sport this summer?

Enrol him or her at the University of Toronto's Summer Sport Camps for children 4 to 18 years of age. Full day and half day; one week and two week program available.

For more information call the Dept. of Athletics and Recreation, 978-3436.

Oct. 5 - 9, 1987 - Technique of Instruction, Ontario Safety League.

Oct. 14 - 16, 1987 - Vehicle accident investigation course, Ontario Safety League.

Nov. 23-Dec. 11, 1987 - Classroom Instructors Course, Ontario Safety League.

Coming Events

July 20 - 23, 1987 - 13th International Forum on Traffic Records Systems, Williamsburg Hilton Hotel, Williamsburg, Virginia. For information contact Christine T. Smith (312) 527-4800, Ext. 8702.

Sept. 14 - Oct. 2, 1987 - Motor fleet driver trainer course, Ontario Safety League. For information contact E.L. Moore, 593-2670.

Sept. 9 - 11, 1987 - Human relations course for supervisors, Ontario Safety League.

Dear Readers:

After six years as editor of OTS, Terri DiCarlo has moved on to face other challenges.

As new editor of this safety publication, I will be working to keep you just as informed about transportation safety issues as you have been in the past.

As always, your ideas and suggestions for relevant stories are most welcome!

Margaret Barcza
Editor

Ontario Traffic Safety Bulletin



Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff.

Peigi Rockwell
John Cooper

Contributions or queries should be addressed to the editor.

ontario traffic safety

Published for those interested in traffic safety. Contents may be reprinted without reference to the Ministry of Transportation and Communications except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, MTC, 1201 Wilson Ave., Downsview, M3M 1J8.

Ed Fulton, Minister

David G. Hobbs, Deputy Minister

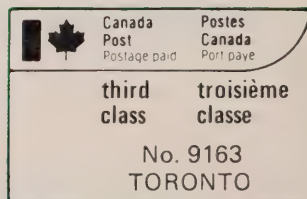
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Ontario Traffic Safety



Ministry of
Transportation and
Communications



Fall 1987

1986 Statistics show drinking and driving has declined in Ontario

A downward trend in the number of fatalities is a highlight of the new 1986 Ontario Road Safety Annual Report.

At 1,102, the 1986 fatality mark is the lowest since 1954.

And for the first time, MTC will be making available a "quick facts" pamphlet of accident statistics for fast and easy reference.

The report itself has been enhanced with a broader range of information, incorporating information provided by the Ministries of Health and Attorney General to broaden the road safety perspective.

Driver inexperience was a major factor in accidents. Those between the ages of 16 and 20 had the greatest number of accidents relative to their representation in the driver population.

The most common accident-causing errors were failure to yield the right-of-way, speeding, loss of control and following too close.

Speeding was the most common error in fatal accidents.

In 44 per cent of accidents, the involved drivers were considered to be driving properly.

While fatalities were down, personal injury accidents remained the 1985 level - 73,703 when they took a sharp rise to the highest point in 10 years.

The decrease is a reward of steady efforts by the Attorney General, law enforcement groups and service agencies over the past years to curb drinking and driving.

Findings of the roadside survey conducted last summer by MTC, the Attorney General, Solicitor General, Transport Canada and the Addiction Research Foundation are also included in the report.

The survey examined the drinking/driving picture in depth by selecting drivers across the province and asking them to answer a number of questions and participate in a roadside breath test.

MTC Minister, Ed Fulton said, "The findings indicate there is still much to be done to remove impaired drivers from Ontario's highways. However, I am extremely encouraged by last year's improvements. Ontario motorists are taking a more re-

sponsible attitude towards driving and we must continue to strive toward even greater levels of public awareness.

"The decline also reinforces my belief in the government's campaign against drinking and driving. Combined with other safety initiatives along with conscientious police enforcement efforts, a positive safety trend is apparent in almost every category of our motor vehicle accident statistics."

Statistics showed that less than 50 per cent of drivers killed in accidents in 1986 were found to be alcohol-involved, a considerable improvement over the late 1970s and early 80s, when the figure stood at more than half.

The most significant decline was recorded in motorcycle passenger deaths, which dropped 37.5 per cent. Close behind were bicycle fatalities, with a substantial decrease of 32.6 per cent.

Injuries were also down, led by a 7.8 per cent drop in motorcycle passengers hurt. The number of motorcycle drivers injured showed a similar improvement, down 7.5 per cent from 1985.

In addition, the total number of accidents decreased by 1.3 per cent, with fatal accidents dropping by a more impressive 8.2 per cent.

The Minister added, "We have established a positive trend in reducing the number of deaths and injuries on our roads. We are proud of what has been accomplished, but we are all too well aware that tragedies still occur.

"MTC, in co-operation with the Ministries of the Attorney General and the Solicitor General, will continue to work towards improving the safety of Ontario's roads and highways. But it is up to all motorists to support our efforts by their actions. We look forward to the day when needless accident casualties will be a thing of the past."

Arrive Alive!



Students participating in the Ministry of the Attorney General's (MAG) Arrive Alive Program took to the beach at Grand Bend this summer to combat drinking and driving.

Stratford Secondary School students handed out pamphlets and buttons (above) while MAG's Arrive Alive hot-air balloon floated overhead (below).

Over the summer, 95 students province-wide were sponsored to organize events in their communities, drawing attention to the dangers of drinking and driving.



A small town with a big message

Teaching big rules to little people is the concept behind Halton Police Children's Safety Village in Oakville.

Looking very much like a real town, the village is in fact a scaled-down replica of the actual thing, complete with traffic lights, stop and yield signs and a fully functioning railway crossing.

And it's the perfect place for youngsters to develop those safety skills essential to the real world.

Officially opened last May, safety village was initially open during the summer to the public but as of the fall, is fulfilling its objective to educate school children.

It was the brainchild of Halton Police's community safety division and is staffed full-time by Constable Bill Phipps.



Constable Phipps explains the importance of stopping inside the white lines to this young driver.



Mini-town was built by corporate sponsors who donated either time, money or construction goods. Looking extremely realistic, it has a railway crossing, traffic lights, street markings, parking spaces and even a mini-police station and bank.

The concept is to supplement, in a practical sense, the school visits made by community safety officers.

It was built as a response to the community demand (as well as the schools) for increased safety awareness. The police developed the project, then began approaching corporations for funding. The response was tremendous and in six months it all became a mini reality.

Schools are now being booked at the rate of three a day and it's probable 100 children will tour the facility daily.

When young visitors arrive, Phipps provides them with an in-class lesson focussing on a specific area of safety relevant

to each age group.

Those in kindergarten learn pedestrian safety while grade two's review sign recognition and grade five's bicycle safety. He then takes them on a tour of the village prior to letting them ride around on their own. Battery-operated cars and bicycles are provided for the younger children and bicycles for the older ones.

After spending approximately half an hour in the village, Phipps returns the kids to the class for a review to ensure they've absorbed the knowledge. According to him: "They seem to retain the knowledge because it's fun. And although it's a learning experience, the kids have a great time."

THIS IS THE LAW

Did you know that

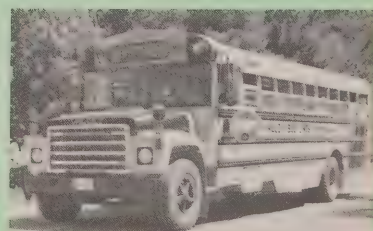
With school back in full force, our streets are once again filled with kids, and of course, those old familiar school buses.

That's why motorists should drive with added caution and be aware of school bus stopping laws.

When motorists meet a stopped school bus with red signal lights flashing (except on a highway divided by a median strip), they must stop before reaching the school bus and remain stopped until the school bus moves or the signal lights have stopped flashing.

In addition, every driver who wants to overtake a stopped school bus that has its red signal lights flashing, must stop at least 20 metres before reaching the school bus and remain stopped until the school bus moves or the signal lights have stopped flashing.

Disregard for these laws is not only a dangerous driving practice but can result in severe penalties. A charge carries with it not only 6 demerit points but fines between \$100 and \$500 for a first offence and between \$250 and \$1,000 or imprisonment for up to six months for each subsequent offence.



Road Sense

"Vehicles parked across sidewalks is an 'offence' which is particularly prevalent in the area where I reside, Forest Glade, Windsor.

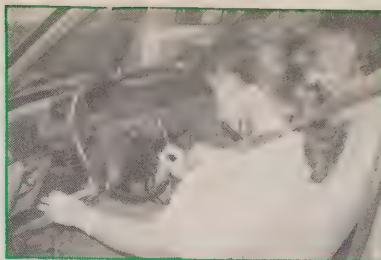
"Usually the offenders have one car in the driveway butting up to the garage door and another parked directly behind, bumpers touching. Thus the rear bumper of the second car is clear of the travelled portion of the roadway but any user of the sidewalk is forced into a possible confrontation with moving traffic.

"This unthinking behaviour is one of my pet peeves."

Edgar Featherstone, Windsor, Ont.



Driving instructor Lin Gardinor (left) taught Nadia De Franco to drive a specially-equipped vehicle for the disabled with the use of hand controls.



While Gardinor looks on, De Franco's right hand controls the steering wheel with the use of a spinner knob while her left hand controls gas and brake functions.



The centre's driving instructor, Deter Frensel demonstrates from the driver's seat how to control this specially-equipped van for quadriplegics.

Disabled drivers take the wheel

The freedom of the open road has a very special meaning to those who've lost the use of their legs.

When Nadia De Franco is in the driver's seat, only her upper body controls her new car.

De Franco was born with spina bifida. Using crutches to walk, she had to rely on her parents and Toronto's Wheel Trans for physically disabled persons before learning to drive.

Now a licensed driver, "I can go wherever I want to," says De Franco, dark eyes sparkling with pride. Starting university this year with her new car means she's at the controls instead of relying on someone else to supply a lift.

The keys to De Franco's freedom are the car's hand controls and the Hugh MacMillan Medical Centre's Driver Education Programme.

Driving instructor Lin Gardinor prepared De Franco for MTC's driving test, teaching De Franco how to use the hand controls to replace the standard brake and gas pedal.

The hand controls extend to the left from the car's steering column. De Franco brakes by pushing the control bar towards the dashboard and applies gas by pushing it towards the floor. The left hand remains on the hand control at all times and the right grasps a spinner knob attached to the steering wheel for one-handed control of steering. To use the turn signals, De Franco

extends the left hand's fingers.

She learned to drive in one of the centre's two specially-adapted cars and once licensed, Gardinor explained how to get the car specially outfitted. Hand controls cost approximately \$500.

Gardinor and colleague Deter Frensel teach students over 16 years of age from all backgrounds and disabilities — those with cerebral palsy, spina bifida, hearing impairments and acquired disabilities.

"In this job you have to be adaptable in your teaching techniques," says Gardinor. To communicate with profoundly deaf students, sign language is employed.

Every disabled person's needs and
...continued on page 8

SAFE DRIVING TIPS

Seasonal changes put greater demands on drivers

The summer months generally provide an ideal set of driving conditions, with clear skies and roads and moderate temperatures.

However, while autumn is one of our most beautiful seasons, it brings with it the onslaught of cooler weather and a decline in optimum driving conditions.

Good drivers should always be prepared for seasonal weather changes, not only by having the proper equipment on hand but also by adapting their driving techniques.

During the fall, as the days become increasingly shorter, motorists can get caught with their headlights off. Remember, the law requires motorists to turn headlights on one-half hour before sunset to one-half hour after sunrise.

It's also extremely important to remember that school children may be playing on streets or walking home from school, often

in the evening hours.

Here are some of the other factors to be aware of when driving over the next couple of months:

-School buses will be delivering kids to and from school during peak traffic periods. Be sure to obey the school bus stopping law and practice slow, safe driving when approaching school zones or residential areas.

-Be aware of children riding bicycles home from school in the evening. All cyclists should be dressed in reflective clothing and ensure their bicycles are equipped with lights or other equipment which increases visibility.

-Don't drive through leaves piled in a heap.

Children often use them for play and motorists can never tell when a small child may be hidden inside.

-Autumn weather usually includes rainfall and that means slippery conditions. Leaves can become particularly slippery when wet so decrease your speed during wet weather to allow a proper stopping distance.

-Low lying areas or bridges spanning valleys can become shrouded in fog. Use headlights to increase visibility and reduce speed to be prepared for quick stops.

-Everyone should remember that cooler weather in the evenings often produces morning frost which can leave a slippery surface on roads and sidewalks. Exercise caution under these circumstances.



On

Information on
Bus Safety Patrol
Hamilton Area
Hamilton

Especially in the early morning and late afternoon, motorists will likely encounter school buses. They are equipped with red signal lights which have either a warning such as "do not pass when signals flashing" or "stop on signal" painted in large letters on the rear. Some also have stop arms.

Even after the school bus starts moving again and the signals have stopped, motorists should proceed with caution. There is always a chance that a child may suddenly run across the road directly into your path.



Patrollers involved in foot patrol at CAA training camp, ensure that young pedestrians cross the road safely. To demonstrate, a student measures the distance it takes to stop for a pedestrian while driving a car, or riding a bike.



assist the driver by making certain that:

1. All students ride in a safe position
2. All parts of the body remain inside the bus
3. All items are stored safely.

Patrollers assist the other children in boarding and dismounting the school bus. When the bus arrives, a patroller leads the students aboard while another patroller stands at the bus doorway opposite the handrail to ensure

In areas where children travel to school via school bus, the use of school bus safety patrols are becoming increasingly popular.

The safety patrol provides effective assistance to the school bus driver and in an emergency this training can save lives.

Safety patrollers assist bus drivers with the safe transportation of children to and from school. They also set an example with their behaviour to all other children riding the bus.

A safety patroller is visible by their fluorescent orange waist and shoulder belt. Once everyone is safely seated on the bus, the duty of the patroller is to

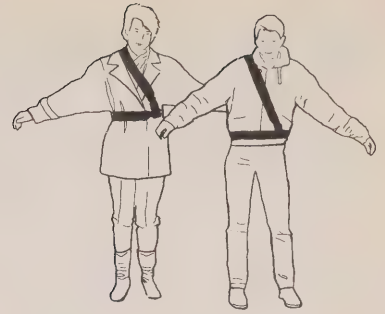


The students simulate an emergency where a student has fallen on top of the bus. The patroller checks the area and then signals the bus to stop using the "hydro shuffle" to avoid breaking contact.



the buses!

ol patrols reprinted from the *School Operations Manual*, produced by the *File Club* in co-operation with the *Wentworth Regional Police*.



A foot patroller checks traffic to make sure the way is clear and then holds back the traffic to allow students to cross the road and safely mount the bus.



cedure where an imaginary hydro line first emerges carefully from the bus to rest of the children. They all do the the ground and getting a shock.

boarding is done in an orderly manner and to help students, if necessary.

Some students may have to cross the roadway after leaving the school bus.

The patroller, under direction of the bus driver, leads the students to a point off of the roadway about 3 metres in front of the school bus. The bus driver then nods or waves to indicate it is safe to cross and the patroller keeps an eye on the children until they've crossed the road safely.

If an accident occurs in which the

driver is not injured, the patrollers are to follow the driver's instructions.

However, if the driver is injured or collapses over the steering wheel while the bus is still in motion, the patroller is prepared to take control of the situation. It is the bus driver's responsibility to instruct the patroller how to apply the emergency brake, to locate the red signal-light switch, use the two-way radio properly (if so equipped) and locate emergency phone numbers.

When travelling on the school bus, patrollers should also always have an idea of their location, for example the street or road they are travelling on.

Last July, 249 kids between the ages of 10 and 14 spent a week learning to be captains of safety patrols at the CAA Safety Patrol Officer Training Camp in Oshawa.

The students received a week's training in the safe and efficient operation of foot and bus patrols from municipal and O.P.P. safety officers.

The camp is not only a great way to emphasize safety to children but teaches them how to assist teachers and lead a group. It also gives them the fundamentals of school patrols as well as a role and responsibility in their community.

Safety patrols are effective because children respond well to direction from their peers. The system acts as a safety reminder and kids start following the right safety practices with greater awareness.

Schools interested in organizing a safety patrol can contact their local police department safety office to co-ordinate the program between the board and the school.



Writing her way through university

Lisa Gillis, a grade 13 high school graduate from Ingersoll, Ont. will be attending the University of Western Ontario on a three-year scholarship with \$500 cash for book expenses. She won the scholarship by writing the best short story on the topic, "What is the solution to traffic accidents?" Sponsored by Goodyear Canada and Young Drivers of Canada, the competition endeavoured to stimulate collective thought on the part of high school students across the country. The following is a reprint of Lisa's story.

The Circus

Ladies and gentlemen, children of all ages, grab your popcorn, hold onto your helmets and hug the person on your right. You are now entering the Big Top for a show that will stun you, surprise you, scare you, intrigue you! Do you wonder about the future of mankind? This is a unique, once in a lifetime opportunity too large to calculate. Under this Big Top Tent we have three fascinating rings that are beyond compare!

Please bring your attention to the ring on the left of our trapeze. This, ladies and gentlemen, is a twentieth-century intersection found on many transportation routes. Pay attention ladies and gentlemen as two of our infamous drivers perform their "lightning smash-up." May I remind you ladies and gentlemen that this stunt should not be performed by anyone other than a professional. Our first driver approaches the intersection. He is not slowing down even though there is a red light. He is counting on it changing. Let's get there.

Will it change? Meanwhile, our second driver approaches the intersection. The light facing him is a yellow but he accelerates through the intersection in his hurry to get to McDonald's. He is just on time to hit our first driver who neglected to put on his seatbelt. He flies through the front windshield as the deafening sound echoes throughout this tent. By the way, if this sound is too loud for you, ladies and gentlemen, there are complimentary earplugs to the left of your seats. Notice that the first driver has multiple broken bones and is bleeding internally as well as externally.

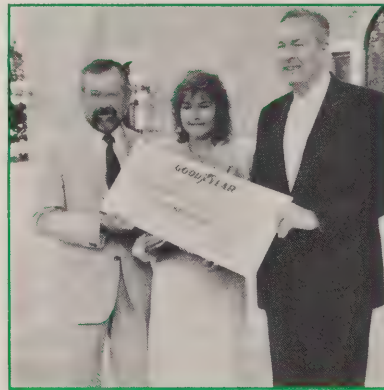
Our second driver hit his head on the dash board and sits bent over, unconscious in his car. Both drivers, ladies and gentlemen, are at fault and both of them will sustain permanent physical injuries. Statistics show that although both these men have had a serious accident, they will continue to drive unaware of their almost fatal mistakes. Both men will be charged by the police but the fines will not be severe enough to prevent them repeating the same mistake.

In our right ring, ladies and gentlemen, is a real treat. This incredible machine is known as a weather dome. This machine shows us the type of weather conditions

that many drivers experience throughout their driving careers. Snow, hail, rainstorms and extreme heat are known to have caused many accidents.

Watch closely as my very pretty assistant turns the dial on the dome to snowstorm. Our third driver is driving on a four-lane highway. Notice that the storm causes a white blur which makes visibility very low. Our driver applies his brakes so that he can go onto the off ramp. Due to the slippery conditions, he slides off into the middle of the highway. Another car, applies his brakes to avoid hitting our driver and slides past the median into the next two lanes of traffic.

Several other cars smash, slide and crash into each other. This could have been avoided if our driver had observed the weather conditions and driven at a reason-



MTC Minister, Ed Fulton (left) and Scott Buzby, president and chief executive of Goodyear Canada (right), presented Lisa Gillis (centre) with a cheque for \$1,350 to cover her first year university tuition fees.

able speed.

Ladies and gentlemen, children of all ages, we have shown you the dangerous stunts performed by our circus clowns. Now, for your entertainment, we present to you Rick and his incredible car. This car, ladies and gentlemen, has six hundred dents in it.

"How's it goin people? I'm supposed to be tellin ya how to drive properly. I cin only speak for how I drive. First, I drink at least three beers in fifteen minutes. My buddies and I like to have drinkin contests, to see

how much we can drink and still drive straight with. Are we 'fraid of the cops? No Way. They only catch a few of us an if they try and chase me, I drive faster. I've only killed one person an it wasn't my fault, I was drunk.

I'm sure ya've all drag raced with me at an intersection. I always speed up at a yellow light. I never stop at a red light and I worship those green ones. Yeah, I hit a few cars, that's why I got all dem dents. Don't matter much to me, I cin fix my car myself and if ya thinkin I stick around to talk with the other people, yer crazy. My friends and I like to drag race, ya know like they do on t.v.? When the green light comes on we rev up and race through.

I don't mind takin chances. I pass when I want. I barely ever miss. I never go the speed cause I got places to go. I play my radio nice and loud so as I can't hear honkin horns, and I open the windows so everyone else cin here my music. Concentrate, what is there to concentrate about? Ya just drive.

Now I know yer askin how I got to be this good. Well, I'll tell ya. My Dad taught me how to drive an he drives, ya know, with one hand or with his knees if he has to light his cigarette. My Pop is a great guy, ya know, he bought me big speakers for my car stereo an he drinks at his meetins an then drives home. He ain't no bum, he is a teacher, a mayor, a lawyer, a factory worker, a doctor, a cop. One of those. He said I had to take that driver's course but just to have insurance. He says in Europe they have to take these classes to get their licence. Pretty stupid eh? I'm sixteen, ya know, just hit puberty a couple o' years back. Good thin I got my licence, else how could I show off for my chick. She likes speed. Ya know the best thin, my Dad let me take friends in my car right after I got my licence. I got a friend. His Dad said he couldn't take any friends in his car until he had some drivin' experience under his belt.

He's such a geek, ya know he doesn't even speed. My older friends always tell me to go faster or what. It's kinda nice to get advice like that. I learned to drink from all kinds o' adults; they let me drink when I want to. I have lots of friends that are nineteen so we can get booze when we

...continued on page 7

SAFETY BRIEFS AROUND THE WORLD



CANADA: B.C. is reviewing driver licensing test procedures with an eye to toughening up driver's exams and issuing master-class licences for drivers with top marks and good driving records. The plan is intended to improve drivers' abilities by offering different color licences as incentive. The ordinary white licence would be standard but experienced drivers would get a chance to earn a gold licence. The plan is as a result of an increase in personal injuries in the first half of 1986 of 18 per cent from the same time period in 1985.

Australia recently introduced a similar system which will be implemented over three years. Drivers will be issued different color photo-licences relating to their record and ability. The top driver's licence, in gold, will last five years and cost the

equivalent of \$35 (U.S.) to current licence holders who have never had their licence suspended. At the bottom of the scale are black 12-month probationary licences, costing \$70 and issued to drivers re-instated after suspension.

P.E.I. and Alberta joined the other provinces when they implemented mandatory seat belt legislation last July 1. Police, taxi drivers and drivers of commercial vehicles are exempt from the legislation.

U.S.A.: The Michigan Department of Transportation is easing irritated motorists forced to drive through slow traffic construction zones, by adding "frowny-

smiley" signs along sections of freeways now being rebuilt.

The faces start with a frown and change gradually to a smile each time, showing the number of miles of construction still ahead. A wide, smiling face signals the end of construction.

Tetradyne Corp. of Dallas has come up with a vehicle which would be perfect for James Bond. Called the Viking, it appears to be a conventional vehicle but has a feature only 007 would consider standard: a roof hatch through which a machine gun can appear and into which it can be retracted. The vehicle is said to be intended for dealing with terrorists -- and in all fairness to Bond's co-workers -- aptly describes some of today's irate drivers!

Don't be spooked by kids on Halloween!

Halloween can be an enjoyable and safe holiday for everyone. But it requires shared responsibility on the part of both motorists and pedestrians.

CAA Toronto offers several safe driving tips for motorists this Halloween.

Drive slowly in residential neighbourhoods between 5 and 9 p.m. Watch for children darting out from between parked cars and use extra caution when pulling in or out of driveways. Use headlights as soon as it's dusk. Come to a complete stop when making a right turn on red, after determining there are no costumed creatures in the crosswalk who might be unaware of your presence.

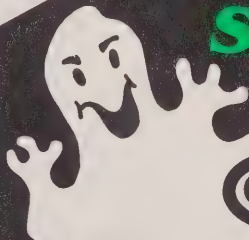
Remember, a youngster's thoughts are on fun, not pedestrian safety.

So drive and walk with extra care on

ghouls night out.

Parents should use the following tips to make sure the kiddies return home safely.

Tips For A Safe Halloween



Try to Trick-or-Treat when it is still light outside.



Wear a costume that makes it easy for you to walk, see and be seen.



If you must go out at night, make certain that your costume is light in color.



Carry a flashlight so you can see and be seen easily.



Use reflective tape on your costume so people driving cars can see you.



A face mask will keep you from seeing well. Take off your mask before you cross a street.



Why not use makeup instead of a mask?



Have a parent, older brother or sister go Trick-or-Treating with you.



If someone older cannot go with you, Trick-or-Treat with a group of children.



Plan your Trick-or-Treat route ahead of time. Pick streets that are well-lighted.



Tell your family on which streets you will be Trick-or-Treating.



Cross only at corners. Never cross the street between parked cars or in the middle of the block.



If there is no sidewalk, walk facing traffic.



Wait until you get home to sort, check and eat your treats.

Writing her way through ...

.. continued from page six

want. Good thing that age ain't older.

Well that's all I gotta say. Don't be as square as me. I got a lot to learn, ya know. I'm gonna grow up and drive just like them guys on t.v."

Well, ladies and gentlemen, there you have it. That is our show for today. I would like to have a nice big round of applause for yourselves, ladies and gentlemen, for it is you who have given us the ideas for these fantastic stunts and it is you ladies and gentlemen who drive as Rick does.

Will we see you next year? That will be up to you.

Coming Events

Sept. 28-30, 1987 - Accident Investigation Training, University Park, Pennsylvania, Motor Fleet Supervisor Training. For more information contact Donald Smith, (517) 353-1790 (Michigan).

Oct. 1-2, 1987 - Advanced Accident Investigation, Motor Fleet Supervisor Training.

Oct. 12-14, 1987 - Maintenance of Commercial Vehicles - Phase A at East Lansing, Michigan, Motor Fleet Supervisor Training.

October 13, 1987 - Driver Instructors Training Course (part-time), Centennial College, Warden Woods campus, Warden and Danforth Rd. For information contact R.A. Hinds, 752-4444, ext. 4242 or Ralph Harrison, 485-0804.

Oct. 20-22, 1987 - Advanced Maintenance Management, Wilmington, Delaware, Motor Fleet Supervisor Training.

Nov. 18-20, 1987 - Maintenance of

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff.

*John Cooper
Peigi Rockwell*

Contributions or queries should be addressed to the editor.

Commercial Vehicles - Phase B, East Lansing, Michigan, Motor Fleet Supervisor Training.

Disabled drivers .. cont'd. from page 3

abilities are different. The centre's driving team assesses the person's driving potential to determine whether they are ready to learn how to drive.

Doctors and therapists give the instructors insight into the students' capabilities and where different teaching techniques may be required.

The students' reaction time is tested on driving simulators and instructors take the students out for an in-car session to see if they have driving potential.

The Centre also assesses previously licensed drivers who've acquired a disability and want to know if they're safe to drive again.

"One of the hardest things," says Gardinor, "is to have to tell a person with a progressive disability that they are not ready to drive again. Usually I try to leave the possibility of driving open for the future. But with these drivers you know they

may never be ready."

Once they have been assessed as potential drivers, new students receive a minimum of 30 hours of classroom instruction and 15 hours of individual in-car driving instruction.

The two driving instructors say once the students have passed the ministry road test, they are safe, if not safer than average. "If they had an accident they'd lose their independence so they're usually more careful. A licence means more to them."

If a person in a wheelchair cannot physically transfer themselves into the driving seat of a car and stow the wheelchair independently, they may need a specially-adapted van which they can get into on their own.

When a person is ready to drive their own van, Frensel and Margaret Young, the Driver Education Program Co-ordinator, write out a prescription for a van to meet the individual's needs. A van's conversion

can cost as much as \$30,000.

The centre's rehabilitation engineering technologists custom-make adaptations which aren't commercially available.

With MTC funding, they're currently developing a device which may lead to voice commands.

The centre's driving instruction program gives the disabled person independence and a new sense of self-reliance. Or as one young person said: "The only time I feel normal is when I'm behind the wheel of my car!"



The van for quadriplegics can be outfitted with a steering wheel tailored to meet specific driver needs. Frensel shows three different steering wheels available.

ontario traffic safety

Published for those interested in traffic safety. Contents may be reprinted without reference to the Ministry of Transportation and Communications except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, MTC, 1201 Wilson Ave., Downsview, M3M 1J8.

Ed Fulton, Minister



David G. Hobbs, De

University of Toronto Library
Serials Department
Toronto, Ontario

Editor: Margaret Barcza

(416)235-4876

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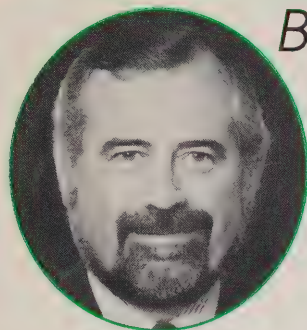
ario Traffic Safety



Ministry
of
Transportation



Winter 1988



Best wishes for the coming year

The new year means so much to so many people.

It is an opportunity to get together with family and friends ... a time to renew old acquaintances and make new ones ... a time to revel in the sense of renewal the season brings. Most of all, it is a time for children.

For many others, however, what should be a time of rejoicing is too often

tinged by sadness as they recall the loss of loved ones to road accidents.

All too often, those accidents involved alcohol.

It is a pitiful waste of human life. In essence, during a time of the year when we should be rejoicing in the human spirit — there are those among us who are snuffing it out.

For all too many, their greatest fears of drinking and driving involve the penalties. They think only in terms of a suspended licence and the loss of driving privileges.

It is much more than that.

Drinking and driving is like carrying a loaded gun and shooting it indiscriminately at passersby.

Since taking office, I have made it

my personal mandate to see that drivers are educated about the effects of drinking and driving.

So far we have been successful. Alcohol-related road accident deaths have been reduced over the past two years.

Yet, when you think about it — even one life lost is one too many.

If everyone acts responsibly ... we can enjoy the new year to its fullest ... and keep fond memories intact for years to come.

Ed Fulton

Minister urges drivers to use caution this winter

Taking a few extra precautions will make driving safer and more pleasurable this year, said Minister of Transportation Ed Fulton.

"It's important to remember that Ontario law requires your car headlights be on one-half hour before sunset and until one-half hour after sunrise," he said. "Local newspapers and radio stations list the on and off times for vehicle lights."

"I also remind and strongly urge all drivers to obey the law in Ontario and wear their seat belts every time they get behind the wheel of their vehicle," Fulton said.

Drivers should be additionally cautious of snowplows and other winter maintenance equipment operating on many highways.

These extra-wide slow-moving vehicles are distinguished by their flashing blue lights.

Fulton advises drivers to reduce speed and give snowplows lots of room. "There isn't enough room next to the vehicles and the ridge of snow they toss out could throw

your vehicle out of control. As a safety measure, you should also never attempt to pass between them, as they often travel in tandem," he said.

To be prepared in case of emergency, the minister advocated carrying a motoring kit in the car containing such items as an ice scraper, shovel, booster cables, flares, blankets and a first aid kit.

"However, these items should be stored safely in the trunk to keep them from flying around inside the vehicle should an impact occur.

"One of the best ways we can be prepared for extreme winter weather conditions is to ensure our vehicles are properly tuned and have the correct tires and fluid levels.

"And as motorists we should be extra cautious of other drivers and watch for ice patches, debris on the road and other such hazards.

"If every driver in Ontario makes safe driving a habit, we will definitely see a dramatic reduction in traffic fatalities this winter," he concluded.



Up to date Ontario winter road information

The Ministry of Transportation winter road reporting service for the public is again in operation.

The Road Information Centre in Toronto along with ministry offices throughout the province have up to date information on the conditions of all provincial and secondary highways 24 hours a day, seven days a week during winter months.

Before embarking on a winter journey, be prepared for what lies ahead by checking on road conditions.

Information on winter road conditions may be obtained around the clock by telephoning any of the following highway information numbers in Ontario.

Bancroft	(613)332-3621
Barrie	(705)835-3014
Belleville	(613)962-3451
Brockville	(613)345-3560
Burlington	(416)639-2427

Chatham	(519)354-7504
Cochrane	(705)272-5775
Cornwall	(613)933-4012
Hamilton	(416)639-2427
Huntsville	(705)789-4483
Kenora	(807)548-5910
Kingston	(613)544-2523
Kitchener	(519)743-2621
Lindsay	(705)277-3333
London	(519)681-2047
Midland	(705)835-3014
New Liskeard	(705)647-8104
Niagara Falls	(416)682-6641
North Bay	(705)474-0044
Orillia	(705)835-3014
Ottawa (English)	(613)745-7040
Ottawa (French)	(613)745-4166
Owen Sound	(519)376-9683
Pembroke	(613)735-4186
Peterborough	(705)277-3333
Port Hope	(416)885-6351
Preston	(519)743-2621
St. Catharines	(416)682-6641

Samia	(519)542-7718
Sault Ste. Marie	(705)256-6255
Stratford	(519)271-8321
Sudbury	(705)522-0388
Thorold	(416)682-6641
Thunder Bay	(807)475-4251
Toronto (English)	(416)235-1110
Toronto (French)	(416)235-3941
Trenton	(613)962-3451
Waterloo	(519)743-2621
Windsor	(519)253-3536

Toll Free Phone Numbers

In area codes:

<u>416</u> call	1-800-268-1376, 268-1387
<u>519</u> call	1-800-265-5407
<u>613</u> call	1-800-267-0284, 267-0285
<u>705</u> call	1-800-461-9526, 461-9523
<u>807</u> call	1-800-465-5032, 465-5033

Topic of '88 university writing contest should inspire students

How do we change attitudes? That is the topic of the 1988 university writing contest, once again being co-sponsored by Young Drivers of Canada and Goodyear Canada in an effort to reduce traffic accidents.

The topic was chosen to stimulate thought and provoke discussion on the subject of attitudes and their role in traffic accidents.

The contest is open to all public and private secondary schools in Canada for students presently enrolled in grades 11, 12 or 13 or where applicable, C.E.G.E.P.

The winner will be the author of the best

short-story or article on the topic and will be selected by an independent panel of judges set up by Young Drivers of Canada and Goodyear Canada. Emphasis will be on writing ability and content.

The award is a scholarship which will cover payment of tuition fees for a maximum period of three years at a community college or university in Canada and a one-time cash award of \$500 for books.

Last year's winner, Lisa Gillis of Ingersoll District Collegiate Institute, Ontario, received a three-year scholarship with \$500 cash for book expenses for writing

the best short story on the subject "What is the solution to traffic accidents?" She was presented with her first cheque for \$1,350 to cover first year tuition fees at the University of Western Ontario.

The entry should be 1,200 words (plus or minus 10 per cent), typed double-spaced with 3 cm margins on 21 cm x 28 cm white paper.

Aspiring writers or those who have an answer to the question of how to change attitudes, will find this contest challenging with a chance to develop a story line and characters. The winning entry will be distributed to the media for publication.

The contest is an ideal opportunity for students to win a scholarship to further their education but more importantly, will make them think about the ever-increasing problem of driving behaviour. This is particularly important when we realize that during the impressionable stage of adolescence, many people develop their outlook and attitudes for life.

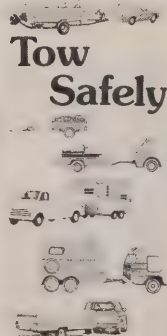
All entries must be postmarked no later than May 13, 1988 and entry forms are to be completed in full by a school official.

Entries are to be sent to Young Drivers of Canada, 2084 Danforth Ave., Toronto, Ontario M4C 1J9. Entry forms must be completed in full by a school official.

Tow Safely pamphlet now available

A pamphlet highlighting legal requirements for towing and providing a variety of information, including loading and stability, load balance, trailer maintenance and registration and driving techniques is now available from the Ministry of Transportation, Safety Co-ordination and Development Office, (416) 235-3585.

Anyone towing recreational or utility trailers will find the publication useful.



THIS IS THE LAW

Did you know that

There's just no doubt about it: motorized snow vehicle (MSV) enthusiasts will tell you, the machines are one of the best ways to enjoy long, cold Canadian winters.

And in Ontario, they can be safe and fun, as long as they are used legally and safely.

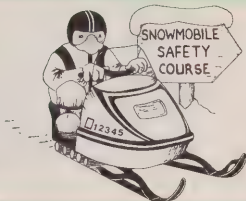
If you have recently purchased a MSV you must register it with the Ministry of Transportation before driving it anywhere. And if you have sold or purchased a used MSV you must provide the ministry of notice of the sale or purchase within six

days of the sale or purchase.

Upon registration, the owner will be issued a decal bearing the registration number of the MSV.

In addition to registration, you must have a permit to drive your MSV, unless you're driving it only on land owned or occupied by the owner of the vehicle or in an exempted area in remote northern or northwestern Ontario.

The fee for a permit is \$25.00 and is a one-time permit fee to be paid by the owner. Upon payment of the fee, the ministry will supply a validation sticker to be placed in the upper right hand corner of the decal.



Safe driving awards

Making safe driving a habit is the aim of the Ontario Safety League's safe driving awards program.

And for eight staffers at the Ministry of Transportation, it's a habit that has lasted three decades.

The eight, along with 1,325 other ministry equipment operators, are being honoured by the league with 1986 safe driving awards -- everything from one year upwards.

The ministry's success rate in encouraging safe driving habits among its employees is excellent, said Bob McIlheron, senior equipment operating instructor with the equipment engineering office.

"In order to qualify for an award, equipment operators have to drive accident-free for at least one year," McIlheron said. "They have to really prove themselves ... and with the results we have seen, they are doing just that."

According to Ed Moore, manager of the safety league's traffic safety department, more than 16,000 drivers representing 300 organizations are registered in the program.

It has been running since 1932, added Moore, attracting a wide variety of organizations, from Bell Canada and Canadian Tire to Chrysler Canada and Canada Packers.

"This is a program of both recognition and appreciation," Moore said. "When you

see someone wearing their nine-10- or 30-year badge, it's visual recognition of their accomplishments."

With 85 to 90 per cent of enrollees earning a safety badge, the program has definitely been a success in stimulating positive driving habits, Moore concluded.

Ministry of Transportation's 30-year badge winners:



Ed Webb, Owen Sound



James Boughen, Port Hope



W. William, Sudbury



Ray Pallott, Sault Ste. Marie



Philip La France, Burlington



M. Quinn, Sault Ste. Marie



Arthur Lawrence, Thunder Bay

Car repair protection package

Consumers will be better protected when they take their cars in for repairs, as a result of legislation re-introduced by Ontario's Minister of Consumer and Commercial Relations William Wrye.

Since the Motor Vehicle Repair Act was originally introduced last year in the spring session of the Ontario Legislature, a requirement has been added stating invoices must be provided for warranty work done at no charge to the consumer. "This will demonstrate that work was performed, in case the consumer runs into trouble later on," said Wrye.

Another addition is the requirement that the original repairer be given the first opportunity to rectify any problems. "However, this holds only if it is practical for the consumer," he said. "We don't expect you to drive hundreds of miles back to the original repair shop if, for example your engine seizes up again."

Wrye said the consumer protection package is intended to ensure honesty and fairness in a transaction that is one of the largest sources of consumer complaints."

The Act would require mandatory warranties of 90 days for new and reconditioned parts as well as associated labour.

Disclosure requirements include written estimates on request, itemized invoices and signs stating repair rates and methods of calculating charges.

Repair shops would be prohibited from charging higher prices to insurance companies than individuals to help keep down the cost of auto insurance.

In addition, the repair outlet would be able to charge only for authorized work, exceeding the estimate by no more than 10 per cent. Removed parts would be returned on request.

Ontario Automobile Insurance Board Act

Last November, the Ontario Automobile Insurance Board Act, 1987 and amendments to the Compulsory Automobile Insurance Act were introduced.

The Bill was introduced by Financial Institutions Minister Robert Nixon and it provides for the establishment and operation of an independent automobile insurance board and the creation of a uniform classification system for automobile insurance. Until the board is established

and sets benchmark rates, the Bill provides for the maintenance of automobile insurance rates at the levels established last April 23.

According to Nixon the bill forms part of the ongoing effort to protect consumers and bring stability and equity to the motor vehicle insurance market.

Further initiatives include amendments to the Insurance Act to improve consumer protection and access to information and a

review of Mr. Justice Osborne's report on his inquiry into motor vehicle accident compensation in Ontario.

Recognizing the importance of full public debate and consultation, the Minister noted his intention to provide a draft of the uniform classification system for public consultation prior to finalization of the regulations. He also called for a full debate of the proposed Bill both in the Legislature and in committee.

Coping with frozen door locks

It's mid-January and naturally, the temperature is below freezing. The snow is blowing and you're rushing to your car to escape from the cold.

All prepared with keys in hand you attempt to push the key into the lock and open the door. Unfortunately, the locks are frozen and the prospect of waiting until spring thaw to get into your car isn't the least bit appealing.

What should you do? Well, there are a couple of things, but before you do find yourself in this situation, prepare by using

a graphite-based lock lubricant.

An already frozen lock can be thawed by squirting de-icer into the lock or by inserting a key heated by a match or lighter. But make sure you wear gloves or hold the key with pliers to avoid burns.



If you plan to wash the car when the weather is cold, place masking tape or adhesive tape over the keyhole and ensure the weather stripping around doors and trunk frames is completely dry after a car wash.

SAFE DRIVING TIPS

Don't let winter driving leave you in the cold

Blowing snow, ice patches, freezing rain; such are the joys of winter.

Winter weather can cause a variety of hazardous driving conditions by dumping snow and ice on our streets and highways. At these times, driving skills are really put to the test.

The Canadian Automobile Association recommends the following tips to help you get through the winter safely.

On packed snow or ice, start gently and gradually. In a car with a manual shift, you might find it helpful to use second gear and gears 1 or 2 with an automatic transmission. Keep wheels straight ahead to ease starting.

Get the feel of the road quickly before entering busy traffic. Try a light speed increase and test braking to determine the available traction.

Keep your car pulling steadily. Abrupt turns, lane changing and sudden acceleration or braking can cause bad skids on ice and snow. Anticipate turns or speed

changes and make them slowly and gradually. Don't jam on the brakes, squeeze them. Declutch with a manual transmission or put the automatic transmission in neutral. This will help to allow a shorter and straighter stop.

Should you find yourself skidding this winter, release the accelerator and look and steer in the direction you wish the car to travel. Don't brake - the front wheels of the car must be kept rolling in order to steer. As the car responds, straighten the front wheels.

Allow a greater following distance so that you'll have plenty of room to stop. It takes three to twelve times more distance to stop on snow and ice than on dry pavement.

Learn the temperature traps. Ice and snow last longer in shady areas, curves, overpasses and on bridges. Be extra cautious in such places. And, beware of "warm or wet" ice. Ice and snow are twice as slippery at 0 degrees celsius as they are at -18 degrees. So be on guard when the

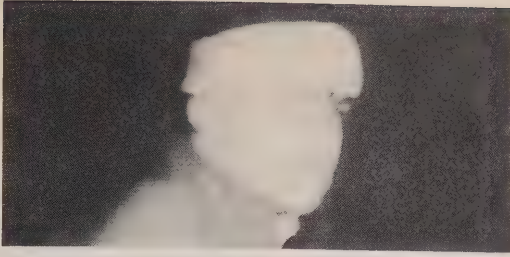
temperature is just around the freezing mark.

Posted speed limits are for ideal conditions. In winter, half the posted limit may be too fast. The real speed limit (below that posted), is your good judgment.

Don't let the gas tank go below half-full during cold weather. A full tank checks condensation and that means less risk of water in the gas, with possible tie-up if a bit of it freezes in the lines.

Be able to see and be seen. Keep all windows and lights clean and clear of snow. Use low beam headlights even during daylight hours.

Always try to leave yourself an "out" when parking during snowstorms. Avoid parking on an upgrade unless there's ample room to back out. On a downhill slope, leave enough space to pull out without backing. Also when parking, run the car back and forth to make a track that will make it easier to get out later.



The medium is the message

Photo from Alien Reign video, depicts sorrow of a young driver responsible for a drinking, driving accident.

"Drive to arrive, you'll always end up home. Drive to arrive .. you'll never be alone."

When music is the message, teenagers listen.

And that's exactly the point behind two music videos on drinking and driving produced in the Kingston area by CKWS-TV.

The videos "Alien Reign" and "Drive to Arrive" feature two local area high school bands and their anti-drinking and driving messages.

Bands from Frontenac and Ernestown Secondary Schools won the right to cut a record and make the videos by playing their music at an anti-drinking and driving concert.

Both videos present the horrors of drinking and driving from a teenage perspective.

Ernestown's "Alien Reign" shows a group of young people, who've all had too much to drink, leaving a party, then getting into an accident which ends in tragedy.

The lyrics remind us that alcohol is an "alien reign over your senses".

Frontenac's "Drive to Arrive" is more romantic, presenting the story of a young man whose girlfriend died in a drinking and driving accident.

"Drive to arrive," say the lyrics, "You'll

always end up at home ... drive to arrive ... you'll never be alone."

The videos won an award of merit last year at the Saskatoon convention of the Association for Media Technology in Education in Canada (AMTEC).

They were shown on the Canadian music video channel, Muchmusic and used by the OPP in presentation to school groups.

To order a copy of the music videos, contact: John Esford, c/o CKWS-TV, 170 Queen St., Kingston, Ont., K7K 1B2 or telephone (613) 544-2340.

The danger of three-wheel, ATVs

It's been a rocky road for three-wheel, all-terrain vehicles (ATVs) in Canada.

Generally considered the most dangerous type of all-terrain vehicle, three-wheelers could soon disappear completely from the Canadian market due to a recent U.S. court agreement ending sales in the U.S.

Already on the decline in Canada, many distributors have pulled them off the market over the last several years due to lack of sales.

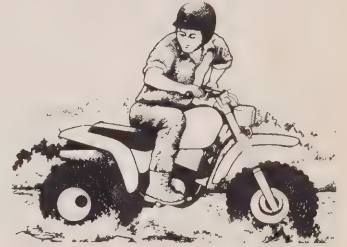
But the American decision could put the final nail in the vehicle's coffin.

A recent U.S. district court consent decree will have Japanese manufacturers Honda, Suzuki, Kawasaki and Yamaha, putting a halt to the marketing of three-wheel ATVs. The decree will also involve the repurchase of tens of thousands of them from dealers.

According to Transport Canada, the federal government is powerless to stop further sales. However, action could be taken either on a voluntary withdrawal basis or through legislation giving the government powers of intervention.

Over the past five years, three-wheelers have been involved in more than 900 fatalities in the U.S. and about 7,000 injuries monthly.

Sales of three-wheelers began in Canada in 1972. Ten years later, four-wheel all-terrain vehicles were introduced. Since hitting a sales peak in 1984, demand for the vehicles has dropped.



Stats indicate railway safety organization on the right track

Thanks to the efforts of Operation Lifesaver (OL) in promoting railway safety across Canada, 1987 statistics showed a decline in accidents at level crossings.

Statistics indicated there were 437 collisions for '87, an improvement from 1986 when there were 486 collisions.

The picture was marred however, by an increase in fatalities of 7 per cent to 49 in 1987 from 44 in '86.

There was also a 10 per cent increase in injuries from 238 in 1986 to 277 last year.

In Ontario where there are 6,492 level crossings of a total of 27, 188 for the entire



country (or just less than 25 per cent), there was a 21 per cent decline in accidents from 199 in 1986 to 158 last year.

There was also a 14 per cent decline in fatalities to 18 last year from 21 in the previous year.

However, there was an increase in in-

juries to 111 last year from 89 in 1986 or a 25 per cent increase.

Roger Cyr, national director for O.L., commented that, "as long as there is one railway collision, we still have a job to do. We can't afford to be complacent about rail safety".

The continuing war ago

Ticket to Reduce Impaired Driving Everywhere

Just when you thought those Christmas spot checks were over for the season, the police have news for you.

The provincial government has extended the RIDE campaign, Reduce Impaired Driving Everywhere, to cover the entire year.

RIDE

REDUCE IMPAIRED DRIVING EVERYWHERE



THE METROPOLITAN
TORONTO POLICE

METRO SAFETY
COUNCIL

Police armed with the Alcohol Level Evaluation Roadside Testers, or ALERTs, will be on the lookout throughout Ontario for drivers who've had too much to drink.

Since the RIDE program began eight years ago in Metro Toronto, there's been a 40 per cent reduction in drinking-related accidents.

"What we're trying to do," says Metro Toronto's RIDE co-ordinator, Don Colbourne, "is convince drivers that there is a good chance they could be caught. We want them to think twice before taking the chance of drinking and driving."

THE LAW

CRIMINAL CODE OFFENSES

- 1 Driving while impaired due to alcohol or drugs
- 2 Exceeding blood alcohol level of 80
- 3 Refusing to provide a suitable breath sample for analysis

PENALTIES

- | | |
|-------------|---|
| 1st offence | MINIMUM fine of \$300, 6 months in jail — or both |
| 2nd offence | MINIMUM 14 days in jail |
| 3rd offence | MINIMUM 2 years driver's license suspension |
| 4th offence | MINIMUM 90 days in jail |
| 5th offence | MINIMUM 3 years driver's license suspension |

HIGHWAY TRAFFIC ACT (ONTARIO)

- A police officer may suspend a driver's license for 12 hours if a motorist:
- 1 Registers a "Warn" on a roadside screening device
 - 2 Registers 50 or more on a Breathalyzer
 - 3 Refuses to provide a suitable breath sample for analysis

everything seems in order and there's no reason to suspect you've been drinking, the officer will let you go.

If, however, the officer suspects you've been drinking he'll ask you to blow into the ALERT, an electronic machine which tests for alcohol content. It registers pass, warn

or fail. If you have less than a 50 BAC (Blood Alcohol Concentration), the pass light comes on and you're free to continue your trip.

Between 50 and 99.9 BAC, the "warn" light flashes and your licence may be suspended for 12 hours.

If the red light comes on, the officer will suspect you have a BAC over 100 and ask you to come to the station for a breathalyzer test. If the breathalyzer confirms the ALERT's reading, you will be charged as a criminal.

On conviction, you should expect a minimum of a \$300 fine and/or a six-

month jail term and one-year suspension of your driver's licence. Don't forget an automatic 50 per cent increase in your insurance premiums.

Needless to say, it gets worse for repeat offenders.

While spot checks are a good deterrent, according to Colbourne, public awareness has made a major difference in reducing the number who drink and drive.

"It's a question of society's attitudes and our society no longer considers it acceptable for someone to drink and drive," he concluded.



Sargeant Don Colbourne, Co-ordinator, R.I.D.E., Community Programs, Metropolitan Toronto Police.

BLOOD ALCOHOL CHART

Approximate number of standard drinks to reach level indicated *
NOTE: One standard drink = 1 1/2 oz spirits (40% alcohol) = 5 oz table wine (10-14% alcohol) = 12 oz (1 pint) regular beer (5% alcohol)

BODY WEIGHT (lbs.)	NUMBER OF DRINKS					
	1	2	3	4	5	6
100	87	130	174	217	261	
125	69	103	139	173	209	
150	58	87	116	145	174	
175	50	75	100	125	150	
200	44	65	87	108	130	
225	39	58	78	97	117	

* WARNING: Elapsed time and other factors will affect readings
These BAC estimates are for males only, females with equivalent weight and number of drinks will have a higher BAC

Lower levels may cause impairment

DON'T DRINK and DRIVE

HOW TO USE IT

- 1 In top row find number of drinks consumed
- 2 Find line that is closest to your weight
- 3 Number where 1 and 2 intersect is your Blood Alcohol Concentration (BAC) in milligrams

STOP NOW

UNSAFE TO DRIVE - SUBJECT TO 12 HOUR SUSPENSION

OVER 80 MGS. - SUBJECT TO ARREST

Deduct from your BAC the number below, which is next to the number of hours since your first drink. This will compensate for your body's elimination of alcohol

1 HR - 15	2 HR - 30	3 HR - 45	4 HR - 60	5 HR - 75	6 HR - 90
-----------	-----------	-----------	-----------	-----------	-----------

Estimated readings are not admissible in court
Remember this is only a guide

The number of cruisers out doing RIDE spot checks depends on which officers are available, says Colbourne. But even two police cars can cover 8 to 10 locations a night, making drivers feel there is a heavy police presence on the street; that they shouldn't even try to drink and drive.

When a police officer pulls you over during a RIDE spot check, he asks for your driver's licence and ownership papers. If

1987 RIDE program results: Between New Year's Eve and Jan. 3 at 4:00 a.m., RIDE officers stopped 5,518 vehicles in Metro Toronto and didn't catch a single impaired driver. It is the first year since the program came into effect that RIDE officers didn't lay charges between this time period. Of 118 drivers who had been drinking, 109 took an alert test and passed while nine were given 12 hour suspensions but weren't charged. Other charges included seven of driving while suspended and 12 for not wearing seat belts. RIDE officers arrested 29 people wanted on various warrants. In '87, 177,991 drivers were stopped by RIDE, 18,633 more than in '86. Over the entire 1987 season, 28 were charged with impaired and five drivers refused breathalyzer tests. In 1986, 35 were charged with impaired and seven refused breathalyzers.

nt drinking and driving



Although there is no specific provincial offence for drinking and driving, the Ontario Highway Traffic Act (HTA) plays a vital role in the enforcement of drinking and driving laws.

First, under special circumstances, the HTA gives the police power to stop any vehicles at random to determine if the driver has been drinking and to check the driver's licence, vehicle ownership and insurance. By observing the way you were driving and by talking to you during this initial contact, an officer can decide whether to undertake further investigations for impaired driving or decide if there's sufficient evidence to demand that you take a roadside breath test. Thus, the HTA allows the police to screen large numbers of drivers and gather evidence for federal charges.

Second, the act imposes stiff minimum provincial licence suspensions on offenders of the federal drinking and driving laws. A first conviction carries a minimum provincial licence suspension of one year; a second conviction within five years of the first results in a suspension of two years; and a subsequent conviction within five years of the previous conviction brings a suspension of three years. These provincial licence suspensions may be extended

by a judge up to an additional three years.

A judge sentencing a federal drinking driving offender may extend these provincial licence suspensions up to an additional three years.

In addition, the Ontario Registrar of Motor Vehicles has powers to suspend or cancel your licence for violation of the federal drinking and driving laws or the provincial HTA. In certain cases, your car may be impounded for three months at your expense.

Whether or not you have possession of your licence, if you drive during any period when your licence is under suspension, including the 12 hours suspension, you can be charged with the provincial offence of driving under suspension. A conviction for this offence automatically results in an additional six months' licence suspension which only begins once all the federal prohibitions and other provincial suspensions have ended. As well, there is a minimum penalty of a \$250 fine. The maximum penalty is a \$2,000 fine and six months' imprisonment.

To encourage responsible serving practices, the Ontario Liquor Licence Act imposes some general obligations on anyone who sells, supplies or provides alcohol to others. The obligations apply equally to taverns, other licensed establishments, beer stores or private social hosts.

The act makes it a provincial offence to sell or supply alcohol to a person who is, or appears to be, in an intoxicated condition. This applies to any patron or guest, not just those who may later be driving. Although the act does not define the term "intoxicated", the courts seem to use a blood alcohol level of .08 per cent as a guide.

It is also a provincial offence to sell or supply alcohol to a person who you know is under 19 or to a person who is apparently under 19.

There is an exception to this provision for parents who may give their own children alcohol in their own homes or their residences.

The maximum penalty for serving an intoxicated or underaged drinker is a \$10,000 fine and one year's imprisonment. A corporate offender may be fined up to \$25,000. The act also gives the Liquor Licence Board authority to suspend or revoke the licence of such offenders.

In addition to being prosecuted under the Liquor Licence Act, you may be held civilly liable if you serve alcohol to underaged or intoxicated persons and they subsequently injure themselves or others. During the last five years, the number of such lawsuits has risen sharply in Ontario. Although the majority involve taverns and similar outlets, actions have been brought against liquor and beer stores, universities and private social hosts. This increase in the numbers and kinds of such civil suits will probably continue.

Responsible Use Program

Last September, the Brewers Association of Canada launched a major national public awareness campaign to promote the responsible use of alcohol.

It is expected to be the largest such campaign ever undertaken by anyone.

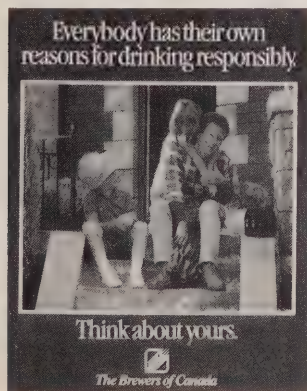
Public awareness campaigns over the last decade have proven effective in addressing many issues including drinking and driving and alcohol abuse.

The campaign opened with a series of TV ads promoting responsible use in a variety of circumstances familiar to all Canadians.

According to the Chairman of the Brewers Association of Canada, Sidney Oland, the Association talked with more than 2,000 Canadians to find out how they felt about responsible use and what message they felt their fellow Canadians should hear and how they should be told.

While drinking and driving is still a major issue facing society, this new program goes beyond that to encompass other areas as well, such as responsible use in the home, at work and at play.

Oland said he expected the program would continue for some years and there would be continuing research into its impact and what changes, if any, would be required in future years.





A Lawrence Park youth group listens intently as Lyndhurst patient Ken Dumond explains how paraplegics and quadriplegics learn to take care of themselves before they move back into the community. Dumond lost the use of his legs after a parachuting accident.

A different type of PARTY

When the trauma phone rings, Sunnybrook Medical Centre's nurses and doctors prepare for the worst.

People, who moments before were active and healthy, arrive at the hospital on stretchers. Twisted broken bodies, many comatose, are airlifted to the hospital's special trauma unit from hospitals across Ontario. Motor vehicle accidents account for the largest number of admissions and alcohol is a factor in 50-60 per cent of the cases. Many are teenagers.

Although the trauma unit staff is trained to deal with multiple injuries, they never become accustomed to the many young patients whose lives are irreversibly changed because of drinking and driving. For this reason Sunnybrook's health care professionals are speaking out to try to curb the senseless waste of young lives.

PARTY, Prevent Alcohol Related Trauma among Youth, was developed by nurse Judy Radford in consultation with a group of Port Perry students who wanted to initiate a program in response to a series of drinking and driving tragedies in their community. The all-day program is offered bi-weekly to youths from 16-19 and is conducted in an acute care and rehabilitative setting.

Students follow the route many of the accident victims would follow at the hospital. They begin in the emergency room where they listen to doctors, nurses, paramedics and social workers tell what a party weekend can bring to the hospital.

The paramedic shows slides from the scene of an accident. The doctor tells a poignant story of a group of kids who went out for a joy-ride which ended in five deaths. The nurse shows the "halo" which

they use to immobilize a spinal injury by forcing screws into the patient's skull. The social worker explains how an accident affects the victim's family, friends, finances, lifestyle and future. They are adamant about getting the story out. They say they don't intend to scare anyone, but the message is scary. The room is hushed.

In small groups, the students move on to the trauma room, then up to the surgical intensive care unit. Before they enter the wards, Radford cautions them about the possibility of fainting (a common occurrence with previous groups) and reminds them that the tour is unstaged and if an emergency develops they are to get out of the way immediately.

In the neuro-surgery intensive care ward, mechanical devices and tubes provide physical support to inert bodies. The students concentrate on two young accident victims while the nurses describe how they care for their physical and emotional needs, even though the patients remain unresponsive.

In another ward, they meet patients who are brain injured. Tim, a 17-year-old, slouches in his wheelchair, eyes vacant, mouth drooping. The nurse explains he was broadsided by a drunk driver and while there have been some improvements, he will never be the same.

A feeling of gloom pervades, but it lifts during the lunch hour when two young men, both quadriplegics, talk to the students about their lives. Having returned to the community, they share their energy and outlook on life, responding to the young peoples' questions and concerns.

"I accepted my condition rapidly," says Brent McMahon, 21, a car accident

victim now confined to a wheelchair. "But it was different for my friends.

"An accident makes or breaks you," adds John McRoberts, who broke his neck when he dived into shallow water. "You just have to take control of your own life."

The tour moves from Sunnybrook to Lyndhurst Hospital, a rehabilitation centre. There the students are shown how accident victims with spinal injuries learn to live outside the hospital.

Young men in wheelchairs (spinal cord injuries are most common among males 16-30) show the students around the facility. They see how the hoist works over the bath tub, visit the recreation rooms and learn about pressure sores which plague people forced to sit all day.

They hear first hand how paraplegics and quadriplegics have to take extra safety precautions in their homes; or how accessibility to jobs, even fun, is restricted because of the wheelchair.

The message is obvious, echoed
continued on page 12

Road Sense

What really bugs me about some people is their bad driving habits!

It's so frustrating trying to go through an intersection and having your way blocked by some idiot making a left-hand turn onto a street that's already backed up with traffic.

These impatient and inconsiderate drivers cause a lot of frustration and could cause serious problems as well.

*Mrs. Violet Thomas
Don Mills, Ontario*

A hidden winter hazard

Ice, snow and cold aren't the only winter driving hazards motorists must face.

The colourless, odorless, tasteless hazard known as carbon monoxide can become a killer during the winter when windows are closed and the car heater is in use.

Warning symptoms of carbon monoxide are nausea, drowsiness, headache, delayed braking reaction, faulty coordination and poor vision. When these reactions are noted, car occupants should immediately get fresh air, either by opening windows or getting outside in the open air.

Carbon monoxide is produced by imperfectly burned motor fuel. An excess may be produced by faulty engine adjustment, but even a well-tuned engine may leak enough of the gas to be fatal. Chief danger points are faulty gaskets, defective exhaust systems and clogged exhaust pipes.

Follow these precautions to avoid being overcome by carbon monoxide:

- Never run an engine in a closed garage or other unventilated enclosure.
- Keep car windows or vents slightly open to ensure sufficient air circulation. In slow-moving traffic, keep forward intake vents closed as they may suck in exhaust fumes from other vehicles. Rear windows of station wagons should be kept closed since motion will create a vacuum that can allow fumes to enter the passenger compartment.

partment.

- Shut off the engine when sitting in a parked car.

- Have the engine tuned regularly. This will not only give better performance to your vehicles but will also lower production of carbon monoxide.

- Frequently have the exhaust system checked for leaks and stoppages and replace any faulty part immediately.

- Don't allow the tailpipe to become plugged with snow or other foreign ob-

Jump start dead battery with care

One of the most common and aggravating results of cold weather is a car with a dead battery.

While jump-starting a battery is an easy procedure, CAA suggests following these safety precautions.

Before attempting to start the battery on your own, consult the car owner's manual for specific advice on your particular model of car.

Vehicles equipped with on-board computers or mobile phones may require slightly different procedures to avoid equipment/accessory damage.

Be sure jumper cables and clamps have no loose or missing insulation which could cause electrical or acid burns or even an explosion.

Never light a match or smoke near the battery.

Don't lean over the battery while attaching the clamps and always protect your eyes. Remember, batteries contain sulfuric acid.

Be sure that the vehicle giving the boost and the vehicle being boosted have the same voltage. Most car batteries are 12 volts.

The two vehicles should be close together but not touching and both should be in neutral or park.

Begin by shutting off the engine of the assisting vehicle.

Fasten the POSITIVE RED (+) clamp to the POSITIVE battery terminal of the assisting vehicle, then the other POSITIVE clamp to the POSITIVE terminal of the battery of the stalled vehicle.

Fasten the NEGATIVE BLACK (-) clamp to the NEGATIVE battery terminal of the assisting vehicle. Then fasten the other NEGATIVE clamp to the engine block of the stalled vehicle.

When the cables are secure, start the assisting vehicle and rev it to a fast idle. Wait a few seconds before attempting to start the stalled vehicle.

Once successful, remove the cable connections in the precise reverse order to which they were attached.

To avoid jump starts all together, remember that cold weather requires a battery that's fully charged, so recharge or replace weak batteries.

If appropriate, check fluid levels and ensure that battery posts and cable clamps are clean and tight.

SAFETY BRIEFS AROUND THE WORLD



U.K.: Irish motorists who drove while impaired during Christmas had a real surprise.

The head of the Irish Medical Organization, Dr. Ken Egan called on revellers to deflate the tires of inebriated friends to stop them from driving.

He emphasized that members of the public should ensure that anyone who has had more than two drinks must not drive and should either have their car keys taken away or their cars immobilized.

He also said that four flat tires in the morning is better than four people in the hospital or morgue.

CANADA: In Alberta, 85 percent are wearing their seat belts according to a

government survey done last August.

That figure represents a jump of 6 per cent in use from a survey conducted last July, one week after the mandatory seat belt law came into effect in that province.

The oldest driver in Quebec, 102 year-old William Pettes, decided to quit while he was ahead.

Pettes hung up his car keys with a spotless driving record -- not an accident or ticket for 60 years!

U.S.A.: New York state officials say they are negotiating a pact with Quebec to trade data on speeding convictions.

Under the present system, New York drivers can receive numerous traffic tick-

ets outside their state and country without losing driving privileges.

The proposed agreement would provide a comprehensive information exchange on all moving violations.

A bill in U.S. congress will allow 20 states to increase speed limits to 65 miles (104 km) an hour on rural roads that meet the safety standards of interstate highways.

The first 20 states to apply will be allowed to raise the limit from the current speed of 55 mph (88 km/h).

The National Highway Traffic Safety Administration reported an increase of 52 per cent in fatalities on interstate highways where speeds had been increased.

The 55 mph limit which was brought in as a fuel-saving gesture resulted in a decline in the fatality rate.

Services guide book for 401 travellers

Can-Am Productions, an independent company, has designed a publication that will serve as a guide to motorists travelling on Highway 401.

The Can-Am Highway Guide Book was produced to familiarize both commercial and recreational motorists with amenities and services available within a four kilometre radius of the 401.

It highlights all available services including hotels, restaurants, hospitals, air-

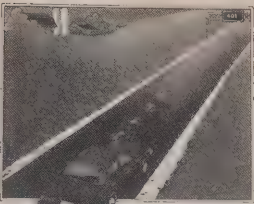
ports, camping and other recreational facilities, service centres, gas stations and locations to obtain propane and diesel fuel as well as vehicle repairs at each interchange.

Diagrams for each exit appear in numerical sequence.

Copies of the guide can be obtained from any Commonwealth Holiday Inn or locations that provide tourist and general travel information.

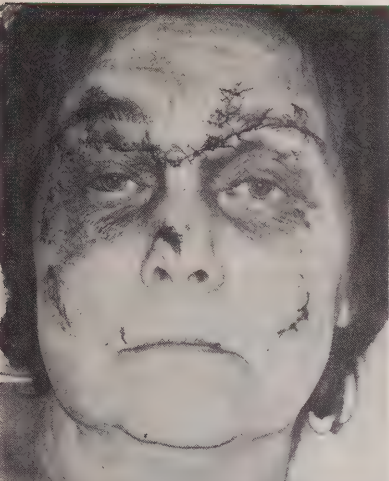
CAN-AM
HIGHWAY
GUIDE BOOK

401



FEATURES:
HWY 401 • CITIES • EXIT MAPS
MOTOR SERVICES • HOTELS
RESTAURANTS • CAMPING
BORDER POINTS
GOLF COURSES

\$2.99



"If only I'd worn my seat belt."

This poster from England's Department of the Environment was one of many on display at the CHSC.

Community Highway Safety Workshop

Last December, in an effort to bring issues into various communities throughout the province, the Ministry of Transportation made Ottawa the home for the second conference on community highway safety (CHSC).

The conference dealt specifically with seat belt use and child restraints, appropriate topics when considering Ontario was once a world leader in seat belt legislation and promotion.

However, the fact remains today that three out of ten Ontario drivers do not buckle up and half the children covered by the child restraint law are not in car seats.

Studies have also shown, that as many

as two-thirds of the car seats in use are not installed or used properly.

The Ministry used the conference as an opportunity to encourage discussion and share information among interested groups about some of the successful ways communities have increased seat belt use.

A cross-section of representatives from across Canada discussed their experiences in implementing seat belt awareness campaigns.

It's hoped the discussions provided all participants with information and ideas on how their individual communities can increase seat belt and child restraint awareness and ultimately, use.

New York State sees rise in seat belt use

According to the New York State Department of Motor Vehicles, Governor Mario M. Cuomo released new statistics indicating an increase in compliance with the N.Y. state seat belt law.

The figures show 64 per cent of N.Y. motorists currently comply with the law compared to the low of 46 per cent reached during the fall of 1985 and an average of 12 per cent who used seat belts prior to the law.

New York was the first state to require mandatory seat belt use when they introduced the law in Jan. 1985.

At the time of introduction, compliance was at its peak with 69 per cent. When compliance decreased in '85, the state undertook an aggressive, statewide campaign to encourage use by focusing on educational programs and increased enforcement.

continued on page 12

Car care video

In an effort to encourage better car care, a new, 26 minute VHS 1/3" home video is now available from the Canadian Automobile Association.

The video is designed to reduce the worry and problems most motorists associate with car care.

It emphasizes good car care habits such as type of gasoline and oil to buy for your car and ways to be on the lookout for potential brake and tire problems.

It basically covers the five w's of car care and how to do it all by yourself if you so choose.

A handy visor card accompanies the tape and provides a guide for scheduling maintenance and safety checks based on time or distance driven. A timed reference index is included to enable the motorist to recheck specific car care areas.

The video is available for \$19.95 from your local CAA affiliated club or office.

What's in a name?

You might have seen their initials but can you identify these anti-drinking driving organizations? Turn to page 12 for answers.

ADD _____	PRIDE _____
SIPIT _____	RIDE _____
BACCHUS _____	PARTY _____
SADD _____	MADD _____

PARTY ...
... cont'd from page 8

over and over again from the comatose patients to the men in wheelchairs: "Be careful, never drink and drive because it's just not worth it."

With over 40 schools on the PARTY

waiting list, Radford says there is a demand for the program and she'd like to see it implemented in hospitals across the province.

"Someday," says Radford, "one of these kids will remember. A life will be saved because they won't drink and drive and that will make the PARTY program all worthwhile."

For more information about PARTY, contact Judy Radford at (416)480-4037.

Coming Events

Feb. 1 - 3, 1988 - Instructor Development, Ontario Safety League (OSL). For more information contact E.L. Moore, (416) 593-2670.

Feb. 8, 1988 - Driving instructor's course, Sheridan College, five week (full-time). For more information contact Ron McCrae, (416) 749-5367.

Feb. 8 - 26, 1988 - Motor fleet driver trainer course, OSL. For more information contact E.L. Moore, (416) 593-2670.

Feb. 17, 1988 - Driving instructor's course, Sheridan College, 12 week (part-time). For more information contact Ron McCrae, (416) 749-5367.

Feb. 29 - March 4, 1988 - Technique of Instruction, OSL. For more information contact E.L. Moore, (416) 593-2670.

April 5, 1988 - Driving instructor's training course (part-time), Centennial College of Applied Arts and Technology, Warden Woods campus, Warden and Danforth Road. For more information contact R.A.

Hinds, (416) 752-4444, ext. 4242 or Ralph Harrison, (416) 485-0804.

April 6 - 8, 1988 - Vehicle Accident Investigation Course, OSL. For more information contact E.L. Moore, (416) 593-2670.

April 11 - 29, 1988 - Traffic Training Classes, Ontario Traffic Conference, Ontario Police College, Aylmer. For more information contact Judy, Ontario Traffic Conference, (416) 598-4138.

April 12, 1988 - Sheridan College, 12 week driving instructor's course (part-time). For more information contact Ron McCrae, (416) 749-5367.

May 9 - 13, 1988 - Advanced Fleet Driver Trainer Course, OSL. For more information contact E.L. Moore, (416) 593-2670.

May 27 - 28, 1988 - Annual Conference of the Driving School Association of Ontario, Ramada Renaissance Hotel, Scarborough. For information contact Fred Gutenburg, Abbey Lane Driver Training, (416) 276-6362.

Answers to "What's in a Name" quiz from page 7

- ADD**
Against Drunk Driving
- SIPIT**
Stop Impaired Probationers in Toronto
- BACCHUS**
Boost Alcohol Consciousness Concerning the Health of University Students
- SADD**
Students Against Drunk Driving
- PRIDE**
Parents to Reduce Impaired Driving Everywhere
- RIDE**
Reduced Impaired Driving Everywhere
- PARTY**
Prevent Alcohol Related Trauma Among Youth
- MADD**
Mothers Against Drunk Drivers

U.S. Seat belt law ...
... continued from page 11

The department feels the seat belt law saves 225 lives and prevents some 15,000 injuries each year in the state.

However, they're sure that if everyone buckled up, close to 400 lives could be saved yearly, not to mention preventing thousands of needless injuries.

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff.

John Cooper
Peigi Rockwell

Contributions or queries should be addressed to the editor.

ontario traffic safety

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Ontario Traffic Safety



Ministry
of
Transportation



Spring 1988

How to enjoy "Living with Trucks" or what every motorist should know

Facing traffic everyday from the cab of a monstrous truck is not a job for the weak of heart.

High above the traffic, truckers witness many hazardous driver errors; er-

rors which could result in truck-car collisions.

A recently released Ontario Ministry of Transportation video called "Living with Trucks" illustrates how a motorist

can avoid potential accidents by treating trucks differently from cars.

Funded by MTO's trucksave office and produced and directed by Geoffrey Frazer, the eight-minute video "Living with Trucks" gives a trucker's perspective on what happens out on the highway and on city streets.

"Living with Trucks" is narrated by Chuck Waterhouse, a professional driver of Sunoco's B-train tankers - a rig weighing 61,000 kgs and "one of the biggest on the road".

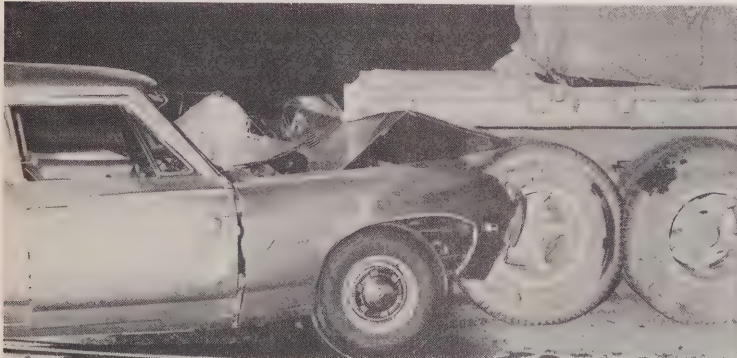
According to Waterhouse, one of the most dangerous things a motorist can do is to reduce a truck's "space cushion" - leaving the truck nowhere to go in an emergency.

The most critical difference between a truck and a smaller vehicle is the braking distance. A car travelling at 90km/h takes approximately 143 feet to stop while an empty tractor trailer takes 271 feet, or almost twice the distance. Change the load conditions and the distance may be even longer.

The video also covers such driver errors as tailgating, blocking a truck from entering a lane, driving with reduced visibility and speeding.

The video clearly shows that sharing the road is everyone's responsibility. And the motorist must understand that a truck manoeuvres differently from a car and should be treated with respect in order to maintain a safe relationship between the motorist and the trucker.

For more information about the video contact David Ker, Trucksave Office, Ministry of Transportation, 1201 Wilson Ave., Downsview, Ont. M3M 1J8. Telephone 235-5032.



Tailgating becomes even more dangerous behind a truck. If the trucker has to suddenly slam on the brakes, the car can easily become part of the truck.

HIGHWAY SAFETY DOMINATES NATIONAL TRUCKING AGREEMENT

The maximum trailer length and the overall length of tractor trailer combinations will not be increased, as a result of a national agreement by the council of provincial ministers responsible for transportation and highway safety.

"This agreement will encourage the use of vehicles designed to improve overall highway safety for all highway users without any increases in maximum lengths in Ontario," says Ontario Minister of Transportation Ed Fulton.

The provincial transport ministers considered proposals which were the result of a multi-year \$3 million study into heavy vehicle performance undertaken by the federal and provincial governments with industry

participation.

"Not only will this agreement promote the use of the best vehicle combinations, it will also, for the first time, clearly define types of heavy vehicles which will be permitted to travel without restriction on a designated highway system from coast to coast."

"Increases in overall vehicle length was a major concern to many municipal and safety associations and we declared from the start that it was also the Ontario government's position," Fulton adds.

"Ontario's current weight limits will be retained and there will be no increase in the maximum gross vehicle weights permitted in Ontario as a result of this agreement."

Motoring with (bless'em) children

Motoring with children can be a horrible headache or a peaceful and pleasurable experience. And it's planning which makes the difference.

Although it's often fun to just pick up and go on the spur of the moment, this is not recommended when children are concerned. If children are coming on a road trip of more than two hours, preparation is the key to avoiding frayed nerves,

splitting headaches and severe strains on family peace and harmony.

According to CAA Toronto, planning for motoring with children falls into two categories: their safety and their amusement. It is also important to consider the eating and sleeping schedules of very young kids.

Small children shouldn't be allowed in the front seat where their actions and talking can upset or distract the driver. Likewise, children in the back seat must be warned not to touch door handles or lock buttons.

Seatbelts are a must not only for adults, but also for youngsters. If weighing 9-18 kg. (20-40 lbs.) the child must be in an approved car seat. At less than that weight, the child must travel rear-facing in either a portable infant carrier or convertible seat.

While the car is moving everyone must be seated and all hands, heads and possessions kept inside the car window. Sudden braking can send a small head flying against a window or seat back resulting in a broken nose or worse.

As for toys: sharp-edged, hard or heavy ones are out. Stowed on the rear window ledge, they can become flying missiles in a sudden emergency stop.

Exercise and light eating help everyone's disposition. Make frequent roadside stops to allow for stretching and running off excess energy. Avoid heavy meals and don't let them fill up on candy. Fresh fruit can be substituted for between meal sweets. A picnic lunch is a great idea, as it allows everyone a chance to work out car stiffness.

...Continued on page 6



THIS IS THE LAW

Did you know that

The severity of a penalty for breaking a law depends on the offence, the number of times you've been convicted previously and what the judge thinks of your driving attitude.

Fines are the usual penalty for parking offences and moving violations such as disobeying a stop sign or speeding. If ticketed for one of these offences, you can usually pay the fine by mail and avoid going to court. If convicted and can't or won't pay the fine, you may go to jail. In addition to these penalties, you could lose your licence.

Being licensed to drive is not a right but a privilege which courts and provincial licensing authorities can take away.

Ontario's demerit point system is aimed at detecting poor drivers and encouraging them to improve their driving habits. When convicted of a moving offence a certain number of points are recorded against the driver's record.

Ontario's Ministry of Transportation assigns demerit points based on the severity of the conviction as outlined under the Highway Traffic Act. Once a driver has accumulated 15 points, his or her licence is automatically suspended for 30 days.

Ontario also has a probationary driver system for drivers who have recently obtained their licences. Probationary drivers are permitted to accumulate six demerit points before their licence is suspended. This system is designed to help new drivers correct

any poor driving behaviour before it develops into a bad habit.

Ontario's Demerit Point System

(for driver's other than Probationary)
When a driver accumulates 15 points his/her licence is suspended for 30 days.

POINTS	OFFENCES
7	Failing to remain at the scene of accident
6	Careless driving ... Racing Failure to stop for school bus Exceeding speed limit by 50km/h or more
5	Failure to stop school bus at unprotected crossing
4	Exceeding speed limit by 30-49 km/h Following too closely
3	Exceeding speed limit by 16-29 km/h Driving through, around or under railway crossing barrier Improper passing ... Crowding driver's seat Wrong way on one-way street or highway Failure to yield right of way ... to obey a stop sign, signal light or railway crossing signal ... to obey directions of police officer ... to report an accident to police ... driving or operating a vehicle on a closed highway. Improper driving where highway divided into lanes
2	Failure to share road ... to signal ... to lower headlamp beam ... to obey signs other than those listed for demerit points above Pedestrian cross-over offence Improper or prohibited turns Unnecessary slow driving Improper opening of vehicle door Towing persons on sleds, bicycles, skis etc. Backing on highway

Demerit points remain on your driving record for two years from the date of the offence.



Living for the Music

Rockers have influence.

Maybe not with parents, but teenagers definitely listen when their idols speak.

Thanks to Project Live Audience, teen idols in the music industry have a very important message for their young fans: don't drink and drive.

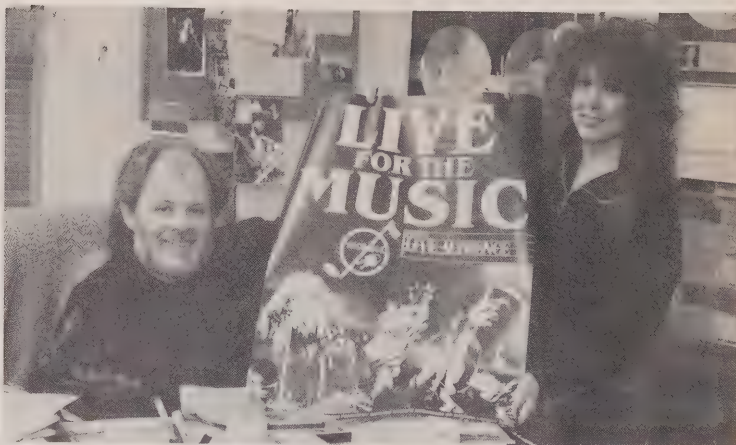
Funded by Carling O'Keefe Breweries, with production facilities provided by Canada's music station MuchMusic, the project is spearheaded by its founder Dee Nicholson, a long-time advocate of traffic safety programs.

Nicholson approaches the rock stars when they visit MuchMusic's studios and has them tape a drinking and driving message. Sometimes the message is prepared for the stars and sometimes, says Nicholson, they come up with their own personal message.

The 150 stars' video vignettes appear one after the other on the tape.

"We really believe in this you know," snarls Twisted Sister Dee Snider, "I don't drink so I drive everyone home."

"We've been dubbed the bad boys of rock," says Motley Crue. "We're not here to represent sobriety. Party but just don't get behind the wheel so you can come and see us rock."



Island Records' Bill Meehan and Project Live Audience's Dee Nicholson show off the Live for the Music poster

"A little hanky-panky, that's O.K.," draws K. D. Lang, "but drinking and driving is no fun, please don't drink and drive."

"Driving when you're drunk is equal to driving with your sunglasses on at night which you don't do," says Corey Hart. "Don't drive drunk."

The video vignettes are heard on MuchMusic six times a day and are picked up by radio and television stations across Canada.

While Project Live Audience's first videos were seen on Toronto's CityTV back in May 1985, an American project

called Rockers Against Drunk Drivers began in December 1987. RADD provides over 300 American radio stations with compact disc audio tapes of 30-second messages from favourite rock stars.

"We liaise with RADD," says Nicholson, "but we provide a somewhat different product in that our project is made up of videos and RADD is strictly audio. It's good to know that the Americans have a similar project that reaches such a large audience."

Project Live Audience's tape is available free of charge to any broadcaster, public concern group, health organization, school, college, university or licensed establishment. To receive your kit please write to Dee Nicholson, Box 249, Station E, Toronto, Ontario, M6H 4E2.

ROCKERS AGAINST DRUNK DRIVING



Flash!!

Robbie Dupree will be in Ontario this June promoting his anti-drinking and driving album "This is Life". He'll be playing at the Diamond Club in Toronto and at the University of Western Ontario in London.

For the motorist:

THE BICYCLE IS A STREET VEHICLE TOO

*Reprinted from "Roads are for Sharing, The Motorist"
with permission of the Canadian Cycling Association*

During the mid and early 1800's, the government was busy spending money on railroads and road development was not a priority.

In the late 1800's, bicycles arrived on the Canadian scene. In those days cyclists were from the upper classes and could influence governments to improve roads. Bicycle associations sprang up everywhere and their efforts led to improved road grading and later surfacing.

In this way, the bicycle "paved" the way for the car.



The production of bicycles resulted in the first significant use of standardized, interchangeable parts. New manufacturing mass production techniques developed as a result. Spoked wheels, ball bearings, drive chains, differentials, lights, etc. first developed for bicycles and tricycles are among those parts which later found their place in the automobile.

As a result of its earlier development, the bicycle made car production possible and ownership affordable.

Sharing the Road

After years of declining use, we are now experiencing a fantastic upswing in cycling. In 1981, the Canada Fitness Survey indicated that 7.8 million Canadians were cycling in this country. That represents 38 per cent of the total population.

Next time you drive by a cyclist, remember that pioneer cyclists made it all possible and that the bicycle has earned its place on the road.

Ontario's Highway Traffic Act and all other provincial HTA's in Canada classify the bicycle as a vehicle which means cyclists have the same rights and responsibilities as other vehicle operators. All cyclists should know this and good cyclists will act accordingly and expect to fully integrate with traffic.

It may surprise motorists to learn that cyclists usually travel at 30 km/hr or more so it is often as difficult for them to stop suddenly as it is for motorists. This should be taken into account particularly when turning in front of cyclists.



Pay particular attention when:

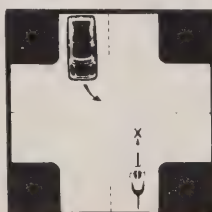
Making a right turn

After passing a cyclist, be aware that the cyclist may have caught up with you and may be proceeding straight through. Be sure to check the right blind spot before you turn.



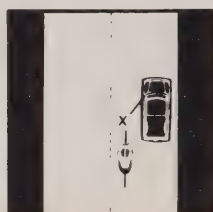
Making a left turn

You've trained yourself for years to watch for other motorists; sharpen your skills now to look for cyclists. Be particularly alert for cyclists who are concealed by other traffic.



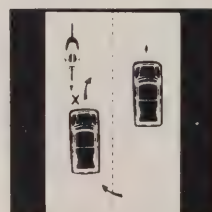
Opening your door

Before opening your door in traffic, look for cyclists, pedestrians and other vehicles. Failure to do so may be an offense under the Highway Traffic Act.



Passing another car

When a cyclist is in your lane or comes toward you in the opposite lane, time your pass so that all three vehicles will not meet at the same time.



For the cyclist:

THERE ARE TRAFFIC SKILLS TO MASTER

Ontario's Ministry of Transportation has just released a new pamphlet which should be on every cyclists' reading list this spring.

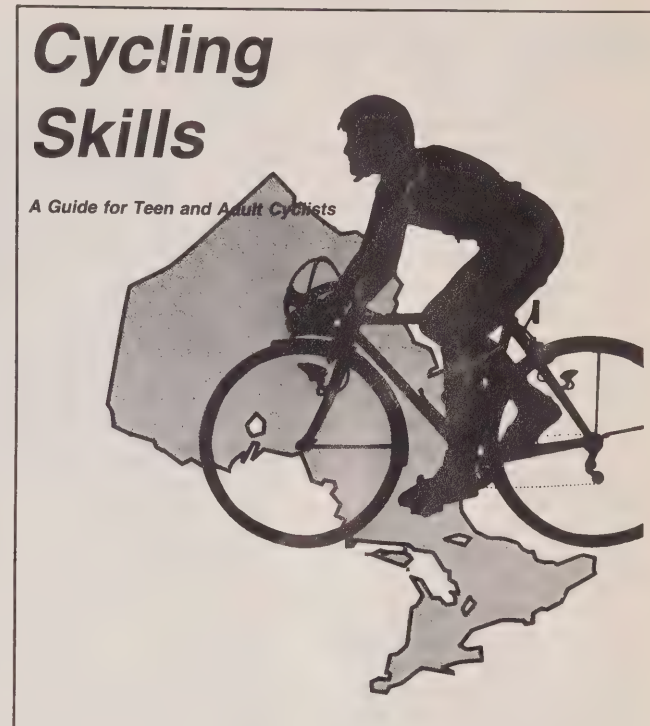
Called "Cycling skills: a guide for Teen and Adult Cyclists", the guide was adapted from the Toronto City Cycling Committee's booklet "City Cycling Skills".

Well illustrated and easy to read, the pamphlet starts with how to ensure the bicycle fits the cyclist, goes over how to conduct a safety check and then introduces the cyclist to handling and traffic skills.

"Because of the special nature of the bicycle," says the pamphlet, "there are two rules of the road to which cyclists must pay special attention. One, slower traffic stays right. Two, slower traffic must give way to faster traffic when safe and practical. These rules generally apply this way: cyclists should ride close to the right hand road edge when it is safe to do so, unless they are turning left or going faster than other vehicles."

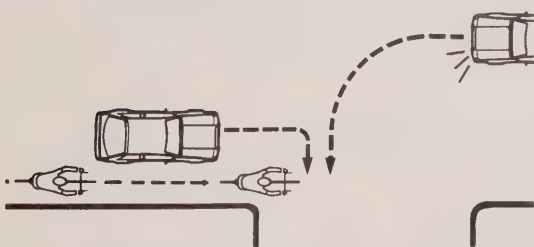
The booklet advises cyclists to check with their municipal government for local regulations which may affect them and reminds them that some provincial highways are prohibited to bicyclists.

"Cycling Skills" reviews signs and traffic signals, tells cyclists how to deal with buses, trucks and road hazards and goes over what one should know about cycling and weather hazards, rural



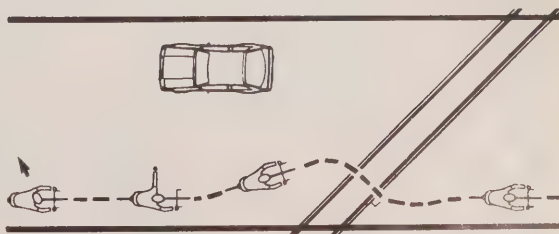
areas and nighttime riding.

To receive a copy of the brochure write Public and Safety Information Branch, Ministry of Transportation, West Tower, 1201 Wilson Ave., Downsview, Ontario M3M 1J8 or telephone (416) 235-2771.



**Stay behind or ahead of vehicle.
Watch for turning cars.**

Streetcar and railway tracks are very dangerous. Crossed at the wrong angle, they can spill you and wreck your bicycle wheels. Always cross tracks at right angles.



Accessible taxi will improve mobility of the disabled

Ontario Minister of Transportation, Ed Fulton, has announced a new accessible taxi program which promises greater mobility for the disabled.

"Currently, existing taxis do their best to transport the ambulatory disabled, senior citizens and individuals who are able to transfer from their wheelchairs," says Fulton. "However, people who cannot transfer from their wheelchairs are not able to use regular taxis."

Under the Ministry of Transportation's new program, manufacturers will be encouraged to produce the specially-designed vehicles and taxi operators encouraged to add accessible taxis to their fleets.

Fulton officially unveiled the first accessible taxi service in Sudbury, Ontario on March 8th.

Already in service in Europe and Vancouver, accessible taxis are roomy van-like vehicles with ramps which eliminate the difficulties associated with transferring a passenger from their wheelchair to a seat. The disabled person can enter the vehicle in a wheelchair and remain in the chair for the duration of the trip.

These taxis provide a more dignified trip while giving the disabled a new freedom of choice, says MTO's Dave Hanes, assistant coordinator for the transportation of disabled persons.

Hanes predicts they will prove very popular among the disabled, the non-disabled and taxi operators alike.

"Anyone will be able to use an accessible taxi. An elderly person with a shopping cart and parents with strollers will find them far more convenient," says Hanes.

"Accessible taxis are a significant step toward addressing the complex transportation requirements of disabled persons both in urban and rural Ontario," adds Rob Barnes, unit coordinator.

Currently, accessible taxis are manufactured in Roanoke, Illinois but the manufacturer is negotiating with an Ontario firm to have them manufactured in this province.



The disabled person can enter the vehicle in a wheelchair and remain in the chair for the duration of the trip

tario firm to have them manufactured in this province.

The vehicle is based on a Chrysler mini-van chassis and can provide transportation for two wheelchair patrons, three ambulatory passengers or a combination of the two.

"Disabled and frail elderly persons require efficient door-to-door service," says executive director Richard Puccini of MTO's Municipal Transportation Division. "These vehicles can be used to complement special transit systems

in 58 Ontario municipalities, provide service in 188 communities with taxi operators and assist special programs in Health and Education. We believe taxi operators will enjoy an increase in their business in addition to providing a needed service within their local communities."

Plans are currently underway to introduce accessible taxi service in Ottawa, Markham, Sault St. Marie, Kitchener, Richmond Hill and at Toronto's Pearson International Airport.

Motoring with children...

...continued from page 2

Boredom and restlessness can be successfully eliminated with word games, puzzles, quizzes and riddles. Sing-alongs, colouring books, and favourite toys are all ways of keeping little ones in a happy frame of mind. Card games can keep older children occupied.

If you're travelling with an infant special equipment may be required for the baby's care. Automotive bottle and food warmers that plug into the cigarette lighter can be useful at meal

times.

When travelling with children, it is best to start early and stop early. Never drive so many miles in one day that all members of the family, drivers and passengers become irritable from too much riding.

Drive at a relaxed pace that will set a leisurely tone to your vacation. This will make it easier on children and adults alike, to tolerate and even enjoy the long hours of motoring together.

SAFE DRIVING TIPS

How to react to emergencies at the wheel

An emergency situation can happen anytime you're at the wheel of a car. A panic reaction could be disastrous. Your safety will depend on your ability to remain calm and your knowledge of the best corrective action to take to cope with the crisis.

The Canadian Automobile Association has a number of steps you can mentally review in case of an emergency driving situation. These, of course, are general suggestions and the results will depend on the individual driver's ability to react and assess the situation.

Stuck accelerator

The linkage leading to the engine may be truly stuck but you may be able to pry up the pedal with the toe of your shoe. Or have a passenger reach down and try, but **never** reach down yourself—keep your eyes on the road!

In some cars the pedal is firmly attached to the linkage, while in others the

pedal merely rests on it. Examine your car to learn which kind it has.

If moving the pedal doesn't work -- turn off the ignition, shift to neutral (or press in the clutch) and apply brakes evenly and steadily. You might also try turning off the ignition, leaving the car in gear. While this will hamper operation of power steering, it may be more successful in stopping a high-speed, runaway car. Don't worry about locking the steering column. That won't happen unless the transmission is in park or the key is removed.

If your car is equipped with power steering and power brakes, grasp the wheel firmly and apply steady pressure to the brake pedal. As soon as possible, pull off the roadway.

Brake failure

While total -- both front and rear -- brake failure is rare, even partial failure is dangerous.

If your brakes should fail, apply hard, steady pressure to the brake pedal. If any wheels lock, ease up on the brake pedal and brake again with slightly less pressure. If this method fails, apply steady pressure to the parking brake which controls the rear wheels. Downshifting your car will also serve as a braking force.

Find an escape route, a safe exit from the highway. Communicate your emergency to other drivers by sounding your horn and flashing your lights.

In extreme cases, it may be necessary to slow your car by other means. You may have to run along an embankment or scrape against a curb. It may be necessary to drive into the bushes, hedges or possibly a snow bank.

Engine Failure

If for any number of reasons the engine dies while driving, coast to a safe

Continued on page 8...

SAFETY BRIEFS AROUND THE WORLD

U.K.: Irish motorists who drove while impaired last Christmas had a real surprise.

The head of the Irish Medical Organization, Dr. Ken Egan called on revellers to deflate the tires of inebriated friends to stop them from driving.

He emphasized that members of the public should ensure that anyone who has had more than two drinks must not drive and should either have their car keys taken away or their cars immobilized. Four flat tires in the morning, he said, is better than four people in the hospital or morgue.

CANADA: In Alberta, 85 per cent are wearing their seatbelts according to a government survey done last August.

That figure represents a jump of 6 per cent in use from a survey conducted last July, one week after the mandatory seatbelt law came into effect in that province.

The oldest driver in Quebec, 102 year-old William Pettes, decided to quit while he was ahead.

Pettes hung up his car keys with a spotless driving record -- not an accident or ticket for 60 years!

U.S.A.: New York state officials say they are negotiating a pact with Quebec to trade data on speeding convictions.

Under the present system, New York drivers can receive numerous traffic tickets outside their state and country

without losing driving privileges.

The proposed agreement would provide a comprehensive information exchange on all moving violations.

A bill in U.S. congress will allow 20 states to increase speed limits to 65 miles (104 km) an hour on rural roads that meet the safety standards of interstate highways.

The first 20 states to apply will be allowed to raise the limit from the current speed of 55 mph (88 km/h).

The National Highway Traffic Safety Administration reported an increase of 52 per cent in fatalities on interstate highways where speeds had been increased.

The 55 mph limit which was brought in as a fuel-saving gesture resulted in a decline in the fatality rate.



Coming Events

May 8 - 11, 1988 - 39th Annual General Conference of the Ontario Traffic Conference at Holiday Inn, London City Centre, London, Ontario. To register contact the OTC, 20 Carlton St., Suite 121, Toronto, Ont. M5B 2H5.

May 9 - 13, 1988 - Advanced Fleet Driver Trainer Course, OSL. For more information contact E.L. Moore, (416) 593-2670.

May 11 - June 10, 1988 - Sheridan College, 5 week, full time, Driver Instructor Course. For more information contact Ron McCrae (416) 749-5367.

May 19, 1988 - Sheridan College Driving Instructor Workshop. Open to all licenced instructors. Tax planning seminar, teaching concerns and dialogue session. Free. For more information call Ron McCrae (416) 749-5367.

May 19-20, 1988 - Advanced Accident Investigation Course, in East Lansing, Michigan. For more information contact Motor Fleet Supervisor Training (517) 353-1790.

May 27 - 28, 1988 - Annual Conference of the Driving School Association of Ontario, Ramada Renaissance Hotel, Scarborough. For information contact Fred Gutenburg, Abbey Lane Driver Training, (416) 276-6362.

June 11 - 14, 1988 - International Safety Conference at the Montreal Convention Centre, Montreal, Quebec. To register contact the Safety League of Quebec, 6785 ouest rue St-Jacques, Montreal (Quebec) H4B 1V3.

June 14-18, 1988 - Motor Fleet Supervisor Course at Orlando, Florida. For more information contact Motor Fleet Supervisor Training, East Lansing, Michigan (517) 353-1790.

June 22 - 24, 1988 - Advanced Motor Fleet Supervisor Course at Springfield, Missouri. For more information contact Motor Fleet Supervisor Training, East Lansing, Michigan (517) 353-1790.

June 28 - Sept. 3, 1988 - Centennial Driver Instructor Course, Tuesday, Thursday, Saturday. For more information contact Mr. Harrison 485-0804.

July 18-21, 1988 - 14th International Forum on Traffic Records Systems at the Omni San Diego Hotel in San Diego, California. To register contact the National Safety Council, 444 N. Michigan Ave. Chicago, IL 60611.

July 25 - Aug. 26, 1988 - Driver Instructor Course at Sheridan College, 5-week, full time. For more information contact Ron McCrae (416) 749-5367.

Safe Driving Tips

...Continued from page 7

stopping area. Shifting to neutral may help if you need more time. In this gear, you can also attempt to restart the engine if the problem is a simple one, such as a temporarily stuck choke. Remember that power steering systems will not function normally when the engine is off, so be prepared to use extra effort in steering.

Tire Blowout

If a tire blowout occurs, keep a firm and steady grip on the steering wheel and apply whatever steering is required to hold a straight course. You must concentrate on maintaining or regaining control. The one thing you should never do is slam on the brakes. Ease up on the accelerator, allowing the engine to slow the vehicle. Once you have the car under control, apply the brakes with firm and steady pressure.

If your front tire has blown out, you will feel a strong pull toward the side with the collapsed tire. A rear tire failure can cause weaving or fishtailing.

Staff Writers

The articles in this magazine were written by the following Public and Safety Information Branch staff.

Margaret Barcza

Contributions or queries should be addressed to the editor.

ontario traffic safety

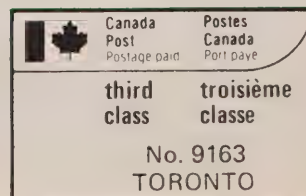
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Ed Fulton, Minister

Editor: Peigi T. Rockwell

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Ontario Traffic Safety



Ministry
of
Transportation
Ontario



Summer 1988



Minister Ed Fulton greets the talking Aware Bear and action awareness president Beryl Potter at the kick-off for "Awareness 88" at Scarborough Town Centre.

Awareness show gets an "A" for accessible

There was everything from accessible motor homes to motorized wheelchairs for Ontario's disabled citizens at the "Awareness 88" show sponsored by the Ontario Ministry of Transportation and the Ontario Action Awareness Association.

"Awareness 88" was designed to increase public recognition of disabled persons," said Rob Barnes, MTO co-ordinator for disabled and senior citizens. "The purpose of the exhibits was to bring home the special needs of the disabled population and stress their capacity to effectively participate in every aspect of community living."

An added benefit of the show which featured over 75 displays, was the bringing together of government, industry and communities, encouraging them to address issues affecting disabled persons.

Correspondingly, Transportation Minister Ed Fulton announced a 50 per cent increase in spending for special transit services with \$50 million being spent over the next five years and \$8.2 million in 1988/89. With this assistance, its estimated a total of 2.3 million trips will be provided to disabled persons in 63 municipalities.

...Continued on page 8

Ontario introduces new Air Brake Program

A new Air Brake Endorsement driver licensing program, effective May 1, 1989, requires drivers of air brake equipped vehicles to have a "z" endorsement on their licence. The endorsement, introduced by the Ministry of Transportation, may be obtained immediately.

"Ministry research has shown that many drivers of air brake equipped vehicles were not familiar with their safe operation," Minister Ed Fulton said. "This new program will provide air brake operators with that proper knowledge and, in turn, should reduce the number of accidents on our high-

ways resulting from improper brake use and maintenance."

A "grandfather" conversion period will be allowed from May 1 to Dec. 31, 1988, enabling drivers of air brake equipped vehicles to obtain the endorsement. Application forms will be available through the ministry's driver examination and licence issuing offices and weigh-scale locations.

Company employed drivers should complete the form, indicate their experience and have it signed by their employer. If self-employed, a driver experienced on air brake equipped vehicles, should complete the applica-

tion form and take it to a Notary Public or Commissioner of Oath's for signature, and then return it to the ministry.

Drivers wanting to obtain the endorsement on their driver's licence, who do not qualify for "grandfathering", will be required to take a written test in air brake system knowledge and a practical test with an air brake equipped vehicle.

Alternatively, they can satisfactorily complete a ministry approved air brake course.

Why do we get rear-ended?

Have you ever had to brake suddenly and found that the last few metres to the vehicle ahead of you arrived awfully quickly? Sooner than you expected? Did the last seconds pass in fast forward?

Many vehicles have crashed heavily into the vehicle ahead of them, even on dry sunny days, or when travelling on highways where you can see far into the distance. What causes these rear-enders and chain reaction accidents to occur?

The answer lies in a physical law which states: If vehicle speed is doubled, braking time to reach a full stop is also doubled, but the stopping distance is quadrupled. The table illustrates this phenomenon. A reaction time of one second had been added in. (One second equals 14 m for every 50 km/h of speed).

One effect of this law is called residual speed. If you are travelling at a speed of 120 km/h and are forced to brake to a complete stop, you will require 126 m to stop (with good brakes, tires

and road conditions). A car ahead of you travelling at 100 km/h will require 92 m to stop. If you both started braking at the same point on the road, you will rear-end that vehicle. You will hit that vehicle while still at a



speed of 72 km/h, despite an initial speed difference of only 20 km/h.

This illustrates the importance of

maintaining a sufficient stopping distance between your vehicle and the one ahead of you. A distance equivalent to at least two seconds is recommended.

You should relate stopping distance to the square of your travelling speed. An increase in speed from 100 km/h to 120 km/h would require a 44 per cent increase in distance to the next vehicle. Because so few drivers follow this practice, we run into each other when forced to stop suddenly.

What is the result of all this? The faster you drive, the greater the following distance to the vehicle ahead must be, and the quicker you must react to any situation to avoid those chain reaction pile-ups and rear-enders.

Remember, not only does speed affect stopping distance and safety, it also increases fuel consumption.

TABLE

Speed	Braking Time	Stopping Distance	Reaction Distance	Total Stopping Distance
50 km/h	2.3 s	16 m	14 m	30 m
100 km/h	4.6 s	64 m	28 m	92 m
120 km/h	5.5 s	92 m	34 m	126 m
150 km/h	6.9 s	144 m	42 m	186 m

THIS IS THE LAW

Did you know that

Impaired driving is a crime in Canada no matter what time of year it is. If your ability to drive is impaired by alcohol or drugs, you can be convicted of a number of offences under the Criminal Code of Canada.

Recent changes in the Criminal Code have made the law even tougher on impaired drivers than it used to be. For a first conviction an impaired driver now faces a one-year suspension of his or her licence and a fine of \$300 or more.

Imprisonment of not less than 14 days and a two-year driver licence suspension is the penalty for a second conviction. And for the third and subsequent conviction, the penalty is imprisonment for not less than 90 days and a three-year suspension. Putting it simply, you can be fined or sent to jail and prohibited from driving if you:

- drive while you are impaired by alcohol or drugs;
- drive when your blood alcohol concentration exceeds 0.08 per cent; or
- refuse to give a breath or blood sample when asked to do so by the police.

And remember the vehicle doesn't even have to be moving: you can be charged if you're impaired behind the wheel, even if you haven't started to drive. You can also have less than the legal limit of 0.08 per cent blood alcohol concentration and still be charged with impaired driving.

If you injure someone while driving impaired, you can get up to 10 years in prison and up to 10 years prohibition from driving. If you kill someone while driving impaired, you can get up to 14 years in prison and up to 10 years prohibition from driving. If the court finds you guilty of criminal negligence causing death, you could be sentenced to life imprisonment.

Think about it when the drinks look tempting and you're out with your friends and family this summer: Is it really worth it?

Safe trailering-it's all in the hitch

If you decided against buying that expensive cottage by the lake this year and invested in a travel trailer instead, you should know the law and safe trailering practices before you start to tow.

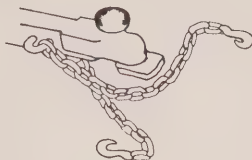
"A trailer rig can be useful and enjoyable if you have the right equipment and if you operate and maintain it properly," Transportation Minister Ed Fulton said. "However, serious accidents do occur, and people are gravely injured or even killed because of poor equipment, operating practices or maintenance."

Fulton said the biggest hazards seem to be uncontrollable trailer sway or the trailer becoming detached from the tow vehicle while it's moving. Both of these may be worsened by excessive speed.

Your tow vehicle's hitch assembly and the trailer coupler keep the trailer attached and under control. Some very serious trailer accidents result when trailers break loose from the towing vehicle. Detached trailers can hit another vehicle or pedestrian, or cause the driver of a tow vehicle to lose

control, leading to a collision or rollover.

control, with tragic consequences. Choose your equipment with safety in mind and look after it carefully. Look for compliance with CSA or SAE standards.



Maximum gross weights are indicated on couplers and balls. Ball size is indicated on the coupler. Also indi-

cated on the coupler is classification for various forms of gross trailer weights.

A load equalizer hitch is also recommended for heavier trailers to keep the trailer and tow vehicle level. A sway control device should be used when towing heavier loads.

For safe and enjoyable trailering this summer, select, maintain and load your trailer carefully and drive with the greatest possible care.

If you require further information on how to tow safely, contact your dealer or the safety co-ordination and development office of the Ontario Ministry of Transportation, 1201 Wilson Ave., Downsview, Ont., M3M 1J8.



Coupler

control, leading to a collision or rollover.

The law requires two separate means of attachment. Make sure the secondary attachment (usually chains) is strong enough to hold the trailer. Each means of attachment must hold the gross weight of the trailer and load. Cross the chains under the trailer tongue to prevent the tongue from falling to the road if the coupler and ball separate.

The coupler and hitch ball must be the same size. Couplers must be adjusted so they fit snugly on the ball. Loose couplers can pop off the hitch

REAR VIEW MIRROR

... LOOKING BACK AT AUTOMOTIVE AND TRANSPORTATION HISTORY



As history goes, the automobile is a recent invention. Europe may have given birth to the self-propelled vehicle, but it was America that really got the world moving on it's wheels.

In the short time since man motorized his wheels, many changes and advancements in automotive technology have taken place.

In this issue, we'll highlight some little known facts about safety innovations in the automotive industry over the years.

1916 - Hand operated windshield wipers, rear-view mirrors and stop lights appeared on many cars.

1925 - Front and rear bumpers became standard equipment.

1933 - Power brakes became available on several makes.

1937 - Windshield washers were offered by Studebaker.

1957 - Dual headlight system (four lamps) was introduced.

Did you know that by 1960, windshield and window areas had increased 15 per cent over 1950 models, which allowed greater visibility for the motorist?

IT'S SUMMER (CON

Summer time is construction time for many of Ontario's highways and streets.

With more than 154,000 kilometres of urban and rural roadways to offer, this province provides a safe efficient transportation network for more than 5.4 million vehicles everyday.

However, many of our roads were built in the 50s and 60s. And with today's growing volume of traffic, this means increased rehabilitation of aging roadway systems. In fact, last year over 1.6 billion dollars was spent on roadway work alone. As this figure increases, so does the number of construction crews and traffic control situations.

But to help you survive summer driving safely and with minimal hassle, construction crews, under the supervision of MTO, have been instructed to follow proper traffic control procedures to ensure the safety of the motoring public. Don't forget you must also do your part by correctly following instructions given on or before the construction site.

The first thing to look for is an advance notice. This will usually take the form of a "Construction Ahead" or "Roadwork Ahead" sign and should be posted well before the site. This sign will allow you to safely anticipate any changes in the traffic flow and adjust your speed limit accordingly. If you need to change lanes, there will be ample time to do so.

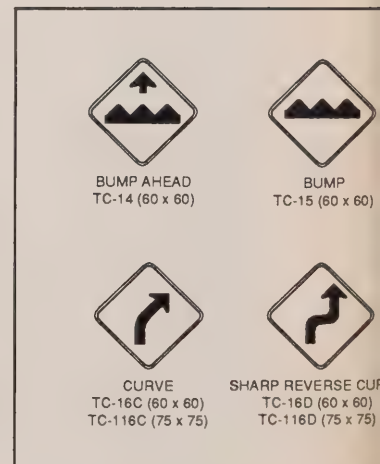
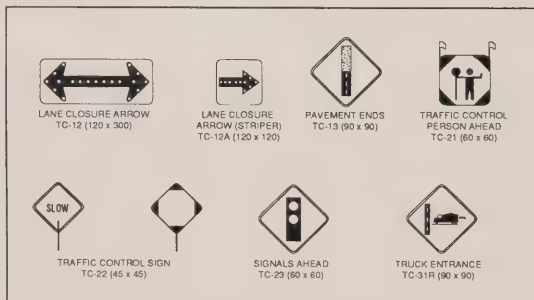
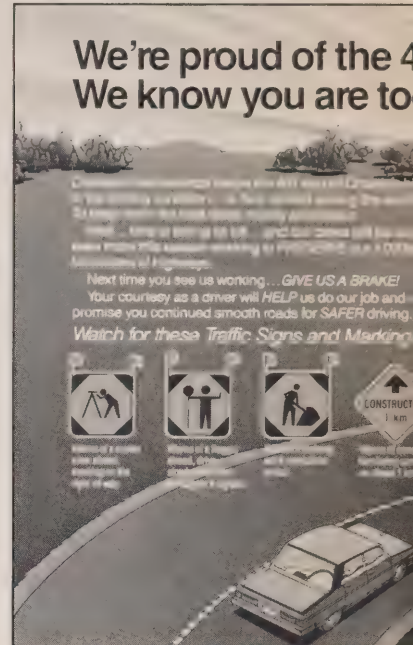
Driver guidance is another important factor in traffic control. Once you have been alerted to a situation, there will be precise instructions to help you negotiate the roadway safely. Follow these signs, which may take the form of either a scheduled detour or a full stop signal. (See charts below for different types of signage.)

Thirdly, if you missed the advance warning signs and approaching an area you believe is under construction, look for signs that identify the hazard on the site. For example, if there is a parked truck ahead, look for cones, barriers and flashers identifying the potential hazard.

Road crews which fail to provide proper traffic control may be fined by the Ministry of Labour under the Occupational Health and Safety Act. Traffic control is in the best interest of both construction crews and motorists.

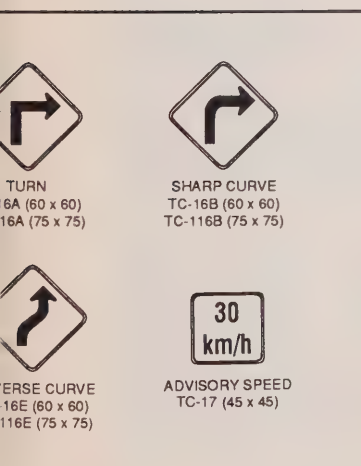
If you know your destination point, it's always a good idea to call ahead to check the condition of the road or highway on which you will be travelling. If necessary, plan an alternative route.

For advance notice of construction sites in your area contact the Ontario Ministry of Transportation road information line at (416) 235-1110 or 1-800-268-1376.



CONSTRUCTION) TIME!

and all Ontario's roads!
because you've told us!



Highway Construction Bulletin

Western Ontario

- QEW: Hamilton - Skyway bridge to Hwy. 20 - construction for 4 km - reduced speed.
- QEW: Oakville - Sixteen Mile Creek Bridge - bridge repairs - lane width reductions - reduced speed.
- 401: Woodstock - 2.5 km west of Hwy. 2 - Hwy. 403 interchange construction - roadside detour.
- 401: Woodstock - at Hwy. 2 interchange - bridge painting - reduced speed.
- 401: Cambridge - Hwy. 8 easterly - construction for 2 km - reduced speed.

Central Ontario

- QEW: Mississauga - Credit River Bridge - bridge repairs - lane width reductions - reduced speed.
- 400: At Hwy. 7 - Interchange reconstruction - reduced speed on Hwy. 7.
- 400: 2.7 km north of Simcoe County Rd. 23 northerly - construction for 4.4 km - reduced speed.
- 401: Mississauga - east end westbound lanes - west of Hwy. 10 to Derry Rd. - pavement repairs - westbound reduced to two lanes between 6:00 a.m. to 3:00 p.m., eastbound reduced to two lanes 10:00 a.m. to 8:00 p.m. Mon. to Fri.
- 401: Toronto - eastbound collector lanes Yonge St. to Warden Ave. - construction for 12 km - closed nightly Mon. to Thurs. 9:00 p.m. to 6:00 a.m., 10:00 p.m. Fri. and 8:00 a.m. Saturdays - access ramps to and from Hwy. 401 eastbound to Leslie St. and Warden Ave. closed until July.

Eastern Ontario

- 401: Hwy. 41 Napanee east to Hwy. 38 - westbound only - resurfacing and structure repairs for 33 km.
- 401: East of Napanee to Hwy. 38 - eastbound only - pavement repairs at various locations for 40 km - single lane traffic at locations.
- 401: Kingston - east of Montreal St. Interchange 619 - bridge repairs - single lane closed east and westbound.
- 417: 2.9 km east of Hwy. 138 interchange 58 easterly - paving for 11.6 km.
- 2: Kingston - west limits C.N.R. bridge repair - single lane traffic.

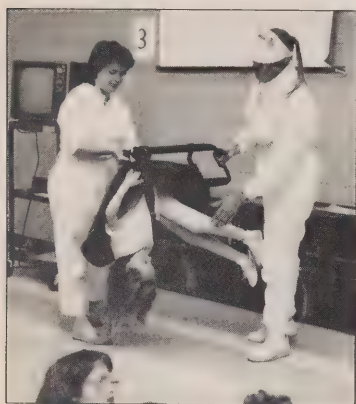
Northern Region

- 11: Ramore southerly to north of Hwy. 570 - construction for 8 km.
- 17: From Blind River easterly to Hwy. 108 - construction for 28.5 km.
- 527: 35.5 km north of Hwy. 11/17 northerly - construction for 22.3 km.
- 631: From 30 km north of Hwy. 17 - construction for 32.2 km.
- 655: Hwy. 11 southerly - construction for 27 km - reduced speed.

Students learn seatbelt safety



Race car driver Peter Lockhart teaches Newtonville students about seatbelt safety.



Parent Martha Gibson (right) demonstrates with her six-year-old daughter Monique and teacher Michelline Ilache just how seatbelts keep you in place

Seatbelts work.

And who would know better than a 10-year champion race car driver like Ontario's Peter Lockhart.

"If I didn't wear a seatbelt, I wouldn't be here to talk to you today," said Lockhart, speaking to students at Newtonville Public School. "I have seen some bad crashes and the drivers just walk away. Let me tell you from experience, they work."

Working with Newtonville parent Martha Gibson, Lockhart stressed the necessity of wearing a seatbelt at all times "even if you're only going to the corner store."

"We don't like to think of people getting hurt, but you've all seen bad acci-

dents when you're out on the road. The thing to remember is that safety plays a huge role in how people come out of accidents," Lockhart said, adding that how you wear your seatbelt -- snug and low on the hips -- is also important.

Adding to the impact of his message, the students, ranging in age from six to 11 years, watched a video of Lockhart in a 1987 Montreal Grand Prix race. His car, hit from all directions, hung precariously on a guardrail. Lockhart walked away.

"Why? Because I was wearing a seatbelt," he said.

Lockhart later dispelled myths about wearing seatbelts -- that they can cause unnecessary injury or trap a passenger in a car.

"I've never heard of a single case where seatbelts have not helped. I think the people that say things like that are those who don't like to wear them," he said.

Gibson, also a member of the Canadian Race Community Association, said the presentation had a strong significance to the students. A local 10-year old boy was killed recently in a car accident when he was thrown from the vehicle he was travelling in. He was not wearing a seatbelt.

"Unfortunately, it's too late for him, but not for all of you. Remember seatbelts work. You need them to stay alive."

Emergency tips for the road

■ IF YOUR BRAKES FAIL

Try pumping the brake pedal to temporarily restore hydraulic brake pressure. If this fails apply the parking brake gently and firmly. New drivers should practice a parking brake emergency stop under controlled conditions with a trained instructor.

■ IF YOUR GAS PEDAL STICKS

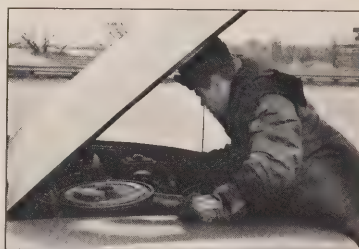
Shift to neutral in automatic transmission vehicles and de-clutch in standard transmission vehicles. Bring your vehicle to a stop as soon as it is safe and practicable, and turn off the ignition.

■ IF YOUR HEADLIGHTS FAIL

Check the switch immediately. If the lights remain out, bring your vehicle to a safe stop, and call for assistance. It is dangerous and illegal to drive your vehicle at night without lights.

■ IF A TIRE BLOWOUT OCCURS

Don't overreact. Blowouts can cause tremendous steering and wheel vibration, but don't be alarmed. Steer the vehicle firmly in the direction you wish to go and bring it to a stop off the travelled portion of the road. Rear-wheel tire blowouts can cause the vehicle to sway - Continued on page 8...



SAFE DRIVING TIPS

A "hot" car can ruin a vacation

How many times have you been driving on a summer day, and the unexpected happens. The "hot" light or temperature gauge on your dashboard is flashing and there is steam coming out from under your hood. Suddenly, your car is overheated.

What do you do now? Well, there are several safety wise steps you can follow to avoid injury and limit the amount of precious vacation time spent at the side of the road.

Slow traffic in hot weather, long steep hills, a loose or broken accessory belt, a broken water pump, a stuck or broken thermostat, a leaking hose, or a clogged or leaking radiator can cause overheating.

Once you've recognized the signs of an overheated engine -- warning lights and/or steam -- do not drive any further. Signal, pull over to the side of the road, and stop

in a safe place. Turn off the engine. Raise the hood to let the heat escape.

Now wait for the engine to cool down. This may take an hour or so. While

you're waiting, check the fan belt and look for loose or broken hoses. When the engine has cooled, carefully remove the reservoir and radiator caps. Wrap a cloth around each one first, and stand back. Steam or boiling water may splash out. When it settles down, you can add more coolant to the reservoir and the radiator. You can add tap water, or even stream water if you strain it through a cloth first. Then put the caps back on tightly.

Finally, if the engine is hot, it must be running when you add the water, or the engine may crack. A running engine helps distribute the coolant evenly throughout the engine.



SAFETY BRIEFS AROUND THE WORLD



U.S.A.: The American Automobile Association has joined with other national organizations to urge the federal government to ban radar detectors in commercial vehicles.

Recent research by the Insurance Institute of Highway Safety found that among speeding vehicles, the fastest were the most likely to have radar detectors. Tractor-trailers exceeding the speed limit were especially likely to have them.

AAA opposes the use of radar detectors in all vehicles, including automobiles. The use of radar detectors is illegal in Connecticut, Virginia and the District of Columbia.

U.S. railroad employees are not happy with new random drug testing rules recently proposed by the Department of Transportation.

The proposal, which may include al-

cohol in the future, calls for random testing of train crews, yard crews, dispatchers and signal maintenance and installation personnel for traces of marijuana, cocaine, opiates, amphetamines and PCP.

SAUDI ARABIA: No one can blame women drivers for Saudi Arabia's death rate of approximately 13 per 100,000,000 vehicle miles, compared to 2.8 deaths in the United States. Women are not allowed to drive in the country at all.

With faulty environment and vehicle defects (only 0.1 per cent) ruled out, lack of education and enforcement were listed as the major contributors to the high fatality rate on Saudi Arabia's roadways.

CANADA: Trucking companies operating into the United States are reminded that front brakes are now re-

quired on three-axle power units. Reports have also been received that a strict enforcement policy has been adopted in the United States resulting in power units being detained until front brakes are installed, returned to Canada and/or frequently fined for failure to have front brakes.

VANCOUVER: The death of an 18-year-old aspiring tennis star last year has led to a training program for Vancouver service station attendants. Following the death of Edward Siemens Jr. in a fire at a service station, city council passed a bylaw requiring all attendants to complete a training program in fire safety and protection approved by the city's fire chief.

Coming Events

The 1988 Fall schedule of courses for the transportation industry are to be held in the League classroom at 82 Peter Street, 3rd Floor, Toronto, Ontario. For more information on the following courses, please contact E.L. Moore at (416) 593-2670.

Aug. 22 - 25, 1988 - Advanced Classroom Instructor Course. This course is designed to upgrade the skills and qualifications for instructors who have held their Ontario League Instructor certificate for more than three years.

Sept. 7-9, 1988 - Human Relations Course for Supervisors. A three-day course for any person who holds supervisory responsibilities, that will increase supervisor professionalism, improve worker efficiency, enhance labor management relations and reduce accidents.

Sept. 12-30, 1988 - Motor Fleet Driver Trainer Course. A three-week course aimed at those personnel responsible for driver evaluation, training and re-training of fleet drivers, holding safety meetings and maintaining a high level of safety awareness among company drivers. This course provides the man-

datory training for anyone wishing to receive signing authority from the Ministry of Transportation in their role as a recognized Driver Trainer.

October 3-7, 1988 - Technique of Instruction Course. A five-day course for all company personnel who hold supervisory and training responsibilities. The course will cover the preparation of lesson plans and will teach instructional techniques that will improve the effectiveness of training personnel, and help them to achieve the maximum benefit with company training programs.

October 12-14, 1988 - Vehicle Accident Investigation Course. A three-day course designed to assist management, safety directors, accident investigators and drivers in obtaining the basic skills to assemble, analyze and apply accident information to minimize costs and prevent or reduce future accidents.

Oct. 17-Nov. 11, 1988
Second session of the Commercial Driving Instructor Course.

Nov. 21- Dec. 9, 1988 - Classroom Instructors Course. This three-week course will qualify instructors for classroom teaching in approved commercial driving schools.

Scarborough Show

...Continued from page 1
"This is only one of a number of initiatives the ministry has undertaken to improve transportation for disabled persons," said executive director Richard Puccini, of MTO's Municipal Transportation Division. Others include improved accessibility to conventional transit systems, the introduction of a transportation program in small communities currently without services and the use of accessible taxis. "Events such as "Awareness 88" give the ministry a chance to increase the public's awareness of our initiatives while hearing first hand some of the concerns and views of Ontario residents. We use this input to guide our programs," said Fulton.

Emergency tips

....Continued from page 6
- a "fish-tailing" effect. To stop the swaying, de-clutch or shift to neutral and follow the procedure on page six. OTS regrets any errors made in the previous edition detailing emergency driving procedures. If in doubt, please consult the MTO driver's handbook.

Staff Writers

The articles in this magazine were written by the following Communications Services Branch staff
Tracy Fawcett - Bell
Garry Williamson
Contributions or queries should be addressed to the editor.

ontario traffic safety

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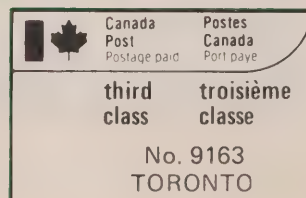
Ed Fulton, Minister

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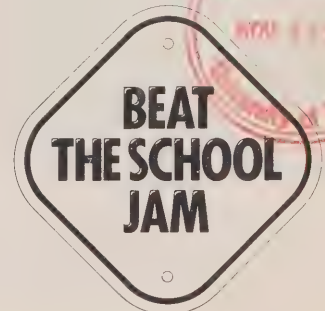
Last summer, public school students from Metro Toronto, Barrie, Orillia, Penetang, Midland, Innisfil, Simcoe County and Durham Region attended the CAA Officer Training Camp in Oshawa to learn safe busing procedures for the school year ahead.

How You Can Help "Beat the School Jam"

Traffic is lighter during the summer and people tend to leave a little later. When school is in, there are a lot more cars on the road, and unless people change their commuting habits, they can expect congestion. To "Beat the School Jam" motorists are advised to plan ahead and adjust their work and travel hours.

Here are a few additional tips to help "Beat the School Jam":

- Ride the bus.
- Form or join a carpool..
- Leave early and enjoy breakfast at a restaurant near your job site.
- Adjust your work schedule to start before 7 a.m. or after 8:30 a.m.
- Listen to traffic reports on your radio for suggestions on the best routes to use.
- High school and university students should ride bikes or mopeds instead of driving cars to school.
- Take turns driving the neighbourhood kids to school.
- Check your car to make sure it is mechanically sound and has plenty of gas. Don't let the stalled car causing the traffic jam be you.
- Obey on-street parking signs.
- Be a courteous driver.
- Don't block intersections. Wait to make sure you will clear the intersection before entering it.
- Obey tow-away zone signs.
- Drive defensively. Avoid fender benders.



REACT extends the arm of the law



Emergency. Any station. This is Phil. Possible impaired driver heading west on Highway 7 about four miles past North Bay. Vehicle is a 1985 Pony silver. Ontario licence HNW 321. Please notify police. Repeat. EMERGENCY. ANY STATION.....

Standing by to receive calls like this one on CB Emergency Channel 9 are members of REACT teams in Canada, the U.S., Great Britain, and other countries allowing use of CB radio. REACTers, as they are called, monitor Channel 9 for distress calls from land and marine travellers, but calls about impaired drivers now rank second only to accidents, according to Ron McCracken, director of REACT Canada.

"Most CB operators realize the threat posed by impaired drivers, on the road or waterways," said McCracken. "They often support police efforts to apprehend these people. REACT teams, monitoring Channel 9 in their homes, can augment ongoing enforcement campaigns. In some areas of Canada, REACTers may offer the only monitoring service available - for all kinds of emergencies."

Founded in 1962, REACT International is a non-profit, public service organization. Its purpose is to provide organized citizens two-way radio com-

munications in local emergencies. In Canada, REACT is working to increase public awareness of the correct use of CB radio in all emergency situations. REACT also advocates use of road signs displaying the standard symbol advising motorists of monitoring by police, REACT and others.

Combined with monitoring programs, CB radio can be effective and convenient. Quick reporting and continuous updates of a developing emergency are possible. The moment people equipped with a CB radio encounter an impaired driver, they can immediately alert police or a REACT monitor. Callers need not change travel plans to seek out a telephone in a remote or unfamiliar area. CB radio also enables callers to update police or REACTers on later actions of impaired drivers.

"Unfortunately, CB radios are not used to their full potential," said McCracken. "Most operators know little about effective emergency calls." Common problems include failure to call correctly and to repeat the message often. As a result, many calls about impaired drivers and other emergencies are lost.

McCracken described what monitors should hear when receiving calls about impaired drivers. As in the CB call above, information given over Channel

9 should include a clear description of the vehicle; the precise location and direction of travel; and the vehicle plate number.

Dr. Bill Mercer, research director of B.C.'s Counter Attack Program, offers a note of caution for citizens reporting impaired drivers to police or others who monitor Channel 9. Police forces must respond to many calls about different crimes. They have to have some order of priority. For example, an ongoing violent assault will get priority and, with limited manpower, police may not be able to track down and apprehend the suspected impaired driver. Calls about impaired drivers often come during times with a high incidence of other crimes - Friday and Saturday nights.

Dr. Mercer points out, however, that the reporting of impaired drivers to police does work. Statistics in B.C. show that 10 - 15 per cent of all drivers charged with impaired driving offences were apprehended as a result of calls to police.

For more information on REACT, write to:

REACT Canada, Inc.,
Box 942,
Sutton, Ontario
LOE 1R0



Though school buses can vary in size, all school buses in Ontario are painted chrome yellow and display the words "school bus". The law which is described below applies everywhere, regardless of the posted speed limit or the number of lanes in the road on highways, country roads, city, town or village streets.

- Motorists meeting a stopped school bus with red lights flashing must stop unless they are on a highway divided by a median strip.

- Motorists overtaking a stopped school bus with red lights flashing on any highway, must stop at least 20 metres behind the bus.

- Motorists may not proceed until the bus resumes motion, or the lights have stopped flashing.

Drivers should be aware that these vehicles may stop and display their red flashing lights, in order to halt surrounding traffic, anytime, any day - not just during school hours. A driver, convicted of failing to stop when required, can be penalized six demerit

points plus a fine of \$250 to \$1000 and/or imprisonment for up to six months for each subsequent offence.

Drivers should also be alert when school buses are near railway crossings. All school buses transporting children to and from school must stop at any railway crossing that is not protected by gates or railway crossing signals; some school bus drivers choose to stop at protected crossings as well. The red flashing lights are not required for these stops, so other motorists should be especially alert.

The Seat Belt Check - Up

For most of us who climb into our automobiles each and every day, buckling up the seat belt is as automatic as walking or eating.

It's such a simple task. Click, and it's in place. We trust it will do the job it's designed to do - reduce the risk of injury or death in the event of an accident.

The seat belt has contributed to saving countless lives on our roads and highways. Yet despite its excellent track record, the condition of a seat belt is often low on the priority list for car owners.

We check our tires, lights and oil, but what about seat belts?

Do they work properly? Are they in good condition? In other words, are your seat belts safe?

Seat belts are built to last for, hopefully, the life of your car. Proper care and attention will ensure their longevity. Whether you own a new or older model car, the seat belt assemblies should be periodically inspected to ensure they are in proper operating condition.

Here are some key areas to look at to determine if your car's seat belts are up to the job they were designed to perform.

- Whether it's a lap belt or a three point lap-shoulder belt combination, all

seat belts must operate from a tension device or a retractor located on the floor or under the seat. To check their operation, sit in your car and pull the belt out from the retractor. Now release it slowly back into the retractor. Does it glide smoothly or does it catch?

- Maybe you can't get the belt out at all. Over time, dust and dirt accumulate on the belts and in the retracting mechanism. This can affect their smooth operation. In most cases the belt retractor can be checked by removing the cover. Clean away any dirt or foreign matter. For soiled or dirty belts, clean with a mild soap solution and water or a recommended upholstery cleaner. Check your vehicle owner guide. Do not use bleach or abrasives as this may weaken the strength of the material.

- Check the buckle. When inserting the belt tongue into the buckle does it click? It should engage. Check to make sure the belt cannot be pulled out from the buckle, and that the release button works without difficulty. If the retracting mechanism does not work properly and cannot be repaired, have it replaced. Should you have to exit your vehicle in an emergency, there will be no time to struggle with a seat belt that won't unbuckle.

- Occasionally, a seat belt may get caught in the car door, perhaps due to poor retraction. This could eventually cause a hole or a tear in the belt material. Damage to the material can weaken belt strength. Should any of the seat belts be ripped or torn, they should be replaced.

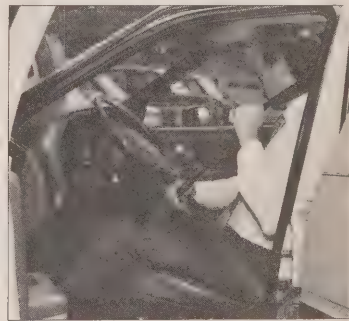
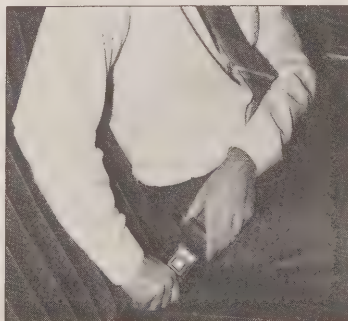
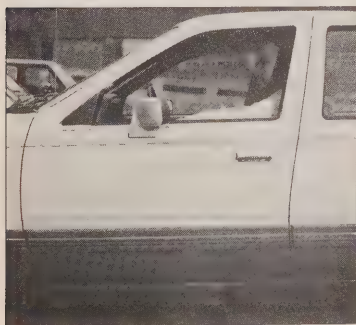
- Twisted or jammed belts can't function properly. To straighten them, pull out the belt and untwist it. Feed it back in to the retractor through the guides until fully retracted.

- Check the mounting screws or bolts which hold the seat belt assembly in place and tighten if necessary.

If you're in doubt about the replacement or repair of your vehicle's seat belts, consult the manufacturer's regional representative or the service advisor at your dealership.

Whether their new or old, it takes very little time to check the condition of your vehicles seat belts. Used properly, seat belts reduce your chance of injury and death by 50 per cent.

Remember, the use of seat belts in all motor vehicles equipped with them is the law in Ontario. Make sure they work.



by Garry Williamson



Deer Crossing hazardous to man and beast

by Bobby Tuomi

Without warning, a deer runs onto a highway and a vehicle strikes it. The collision damages the vehicle, kills the deer and often injures passengers and drivers. An unusual accident? Perhaps in the heart of Vancouver or Halifax, but a common occurrence in much of rural Canada.

Although provincial statistics are difficult to tabulate, the Ontario Ministry of Transportation estimates that there have been more than 15,000 reported animal/vehicle collisions in the province between 1981 and 1986. The reports don't specify the type of animal involved, but anecdotal evidence suggests that more than two-thirds of the collisions involved deer.

Naturally the number of animals and vehicles in a particular area have a direct bearing on the number of road kills. Ontario's Manitoulin Island, an area of low traffic volume, reports about 100 deer of a herd population of 15,000 are killed each year. In southern Ontario

some counties report over 100 road kills in a month.

What can be done to reverse this trend? Some jurisdictions have extended the hunting season in overpopulated deer areas to alleviate their high number. Barriers have also been erected along roadsides to prevent deer from crossing.

But beyond that, we can't eliminate vehicle traffic, or change animal behaviour, so driver awareness is our main strength.

Begin your own driver awareness program by identifying highly populated deer areas. How does one identify such an area? Look for the road warning: a yellow diamond-shaped sign with a black deer in the centre. As you travel these areas, reduce your speed and be alert for deer. Use extreme caution at steep hills and sharp curves where your sight distance may be limited.

In many cases, deer-populated areas are dissected by major highways. These areas are often indicated by the high

browse lines on cedar trees, where deer have nibbled away at the bark. Naturally, frequent sightings of these animals in a particular area indicate many more in hiding.

Next, learn those times of year when deer are more commonly sighted. Deer cross the road more often in the spring, late fall and late winter. The months of March, May and November represent peak periods.

March is a particularly dangerous month because warm, sunny days melt the snow on the shoulder of the road first, where a few greens begin to appear. The salt spread by road sanders also attract deer, who require salt in their diet. At this time, deer also begin to move back towards their home territories.

May is also a critical month because deer are plagued with high insect population so they look for relief in open roadsides where the breeze keeps flies and mosquitoes from landing.

In the summer, deer change their

behaviour patterns. Feeding and daily activities are based around the deep woods and open fields, rather than roadsides. That's a blessing because the heavy highway traffic associated with tourist season is at its peak.

In late fall the mating season begins and bucks tend to wander toward highways. The hazard increases as deer begin their annual winter migration. In the southern parts of Canada, the migration time may differ slightly because of varying terrain and weather conditions.

Most kills after dusk

Deer crossings are more common at certain times of the day. The greatest percentage of road kills occur after dusk, when deer are actively feeding.

When driving through wildlife-prone areas at night, keep your headlights on high beam as much as possible and keep the windshield and headlights as clean as practicable. These measures will increase the distance at which you might see an animal, giving you more time to take appropriate action.

At night, deer behave in an unexpected fashion. After the deer crosses the road safely in front of the vehicle, the driver often speeds up only to have his grill redesigned. The deer, blinded by the car lights, may try to return to the safety of the area it just came from. In other cases, the deer that is hit is not the one you saw, but the one who is following behind. Deer rarely travel alone, so never take it for granted that there is only one deer to worry about.

If you see a deer or other animal on the roadside, slow down, switch your headlights to low beam immediately, and beep your horn well in advance. If it doesn't move, be prepared to stop.

The driver's vision is another factor in deer/vehicle accidents. Look well ahead when driving, and keep your eyes moving. Scan the roadsides quickly and

you'll be able to spot potential danger well ahead of time.

The driver's age can also be a factor in these road kills: a good portion are reported by people over the age of 40.



Although your eyes may have been 20/20 in our teens, at 40 our vision may not be as clear as it used to be and night vision diminishes dramatically. By the time we reach 60, the eyes require almost six times as much light to equal the vision of people in their twenties. Since almost 90 per cent of driving information is transmitted to our brains via the eyes, good vision is critical. Proper eye care and the wearing of prescription glasses can assist in lowering road kills.

Set up flares

If you do hit a large animal and the road is obstructed, set up flares and triangles to protect the scene for other motorists.

Don't go near the animal, which may be feigning death. Report the incident to the police at the first opportunity.

But large animals, such as deer, bear, and moose aren't the only problem on the road. Our highways are also plagued by such fur-bearing animals as beavers, raccoons, foxes, muskrats and skunks.

Even cats, dogs and livestock can be hazards. Although food is often a roadside attraction for many woodland creatures, so is the warmth of the highways. On cooler spring nights, many animals move toward highways which provide a welcome relief from the cold as the sun begins to set.

In the 30 years I have been behind the wheel of a vehicle, I've never struck an animal, although I've had a few close calls. I relate my fortune to defensive driving techniques. Even though I have always been a defensive driver and have over 21 years of commercial safe driving awards, I have never let down my guard against

animal hazards.

The way I see it, it's the driver's responsibility to avoid collisions with deer or any other animals, since they were here long before us. Besides, humans are the more intelligent creature.

Let's prove it.

Bobby Tuomi is a resident of Manitoulin Island, a driver for Bell Canada, and a freelance writer specializing in articles on hunting and wildlife.

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Decisions

by Kristi Kanitz
Winner of the 1988
Young Drivers of Canada/Goodyear Writing Contest

It was a beautiful Saturday. The day was brisk, clear. A perfect day to be outside, enjoying the sunshine and having fun. Mark had permission to borrow the car for the day and he had invited his friend, Todd, along.

The speedometer was touching 100 km/h. And rising. The wind was whipping past his face from the open window, the whistling noise it made accenting the roar of the accelerating motor. Exhilaration and a sense of power swept over him. He beat his hand on the steering wheel and whooped at the top of his lungs.

"Yeah, Mark!" Todd yelled, "I didn't know this car could make 30!"

"You wish!" Mark yelled back "This thing's got a 403 under the hood! It makes your car look like tricycle!" but the trip was short lived, stopped by the blinking red lights in Mark's rearview mirror.

"Police!" Todd called, "How fast you goin'?"

Mark glanced at his speedometer. He felt sick. One hundred and twenty in a seventy zone. He checked in the rearview mirror again, as if looking once more would make them disappear. Lights flashing, the policeman was motioning for them to pull over. Great, he thought, Dad's going to kill me.

By Wednesday the next week, Mark figured that his father had cooled down enough to lend him the car again. His father hadn't said anything after Mark had explained the speeding incident. He just turned red, shook his head and stormed off. He hadn't mentioned anything about it since, and Mark had no intention of bringing it up.

Mark walked into the family room where his father was reading the paper. He sat down and put his plan into action. He waited until his father noticed him and put down the paper.

"Dad, do you need those car parts picked up from the store today? I have some stuff I need to get there, too, and if you lend me the car, I could get it all in one trip."

"No."

"Please, Dad. I'll be quick. And I'll pick up that other stuff for you too." But his father began looking angry, and straightened himself in his chair.

"I am not lending you the car again until you demonstrate to me that you can handle the responsibility involved. That's all I have to say." He unfolded his paper and resettled himself in the chair.

Mark realized that his father had made up his mind and wasn't about to change it. But it still wasn't fair. He hadn't been in trouble since Saturday. He had offered to help his dad around the house, and had cut the lawn without having to be asked. He was responsible. His father was being unreasonable. He shouldn't be deprived of the car for speeding once. But he could see that it would be pointless to argue with his father now.

He asked his father the following Saturday for the car. He was getting tired of walking everywhere but his father had no sympathy and still said no.

"But why?" he asked, "The police didn't take away my licence. I just lost a few points. I can still drive, it's all right."

"No." He got up from the table.

"But Dad, that's not fair! Lots of my friends speed and get tickets, but their parents still let them drive. Look, I'm sorry I did that. I made a mistake and I really am sorry."

His father paused and turned to face Mark,

"It's your attitude that has me worried," he told Mark. "You may still be allowed to drive, but you don't seem to realize that it is not your right to drive. Maybe your speeding was just a wrong decision. But it was your decision, and if you aren't mature enough to handle it then you shouldn't be driving."

"Look," he went on, "I believe that you are sorry. Everyone makes mistakes, and for most things I guess I would just have to let you learn for yourself. But there are other people to consider, too.

Innocent people. And they don't deserve to pay for your "mistake" in judgement." He turned again and left the kitchen.

Mark got up from the table, stormed outside and slammed the door. Fathers. They were all the same!

He was still fuming on his way back from the store. Preoccupied, he stepped off the curb to cross the street without even looking up. The screeching of brakes and the blaring of a horn brought his attention back to the present. A car passed directly in front of him. He felt something hit his arms and he was knocked backwards a step. **The car kept going, and Mark sat down on the sidewalk. There was blood on his arm where the car's side mirror had hit him. He felt shaky and sick. He could have been killed.**

Mark opened the side door to his house slowly. He walked inside hoping that his parents were out. He didn't feel like seeing anyone for a while. No such luck, though. His father passed him on the stairs, and after taking one look at the colour of his face, followed him to his room.

"What's wrong." His father sat on his bed beside him, then saw his arm. There was a long cut just below his shoulder and the area around it was starting to bruise.

Mark started crying. He couldn't help it. The realization of how close that car had been to him came back and he began shivering. Eventually he was able to explain what had happened.

His father asked Mark if he remembered anything about the car or driver. He hadn't, and there had been no one around. When Mark realized that the driver would probably get away with hitting him, he got angry. His father was angry too but pointed out that he could have been more seriously hurt, and that Mark should be thankful that he hadn't been killed.

Mark looked up, surprised. "What do you mean, lucky? I want to get this

person and make them pay for that. They shouldn't be driving."

"But maybe it was just a mistake," his father pointed out. "It doesn't make it right, but maybe it was just a mistake; somebody driving too fast and not being able to stop in time. They were probably afraid to come back and see if you were all right."

"But that's not fair," cried Mark. "He should get in trouble for what he did. What about me? I was a pedestrian. Shouldn't I be safe?"

"Yes, you should be. But everyone has the right to be safe. That means safe to drive a car, or even just to walk along a street without the fear that some hotshot could come along and take away that right. A car is not a weapon. And it doesn't make you more important than a pedestrian. That's what you don't seem to understand."

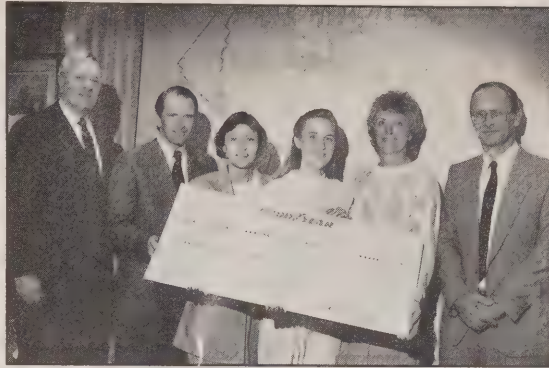
"What are you talking about?" Mark was angry now. "I was hit by a car, and you're trying to make it my fault!"

"Did you look before you stepped off the curb?"

"No," Mark mumbled, "but he should have seen me."

"Really," his father raised his eyebrows inquiringly, "And if anyone had

impressed by his injury and his "bravery". In that time he had not asked to borrow the car, and his father had not offered it.



(L to R) Goodyear President Scott Buzby, Young Drivers of Canada President Peter Christianson, Assistant Deputy Minister of the MTO Safety and Regulation Branch Margaret Kelch, Kristi Kanitz and her parents, Mr & Mrs. Kanitz, of King City. Kristi was presented with a cheque for \$1,584 to cover her first year university fees. For her winning submission, which focused on the topic: "Attitude is the major cause of accidents. How do we change attitudes?", Kristi receives a three year scholarship and \$500 for books.

been stepping off the curb when you had your little speeding trip, would you have been able to stop in time?" With that he left for bandages, leaving Mark to think about what he said.

It had been over a week since the accident. Mark's friends had been

When he got home from school, the phone rang. It was Todd, on his way over with some "terrific news". Mark's parents were out for the afternoon, and he had nothing to do.

He walked outside to meet Todd and noticed that the car was parked in the driveway. His parents must have been picked up or taken a taxi. He saw Todd down the street, and waved at him.

"Guess what!" Todd yelled down the street, "The gang is coming to my house for a party tonight. All we need to do is get the pop and stuff from the store. Want to go?" He looked at the car, "Are your parents home?" Mark shook his head, no.

"Well then why don't we take it to the store? We won't be long and they'll never know. It's a long way to be carrying stuff back. Come on, let's take it." He started towards the car, urging Mark to hurry up.

(Continued on page 8)

SAFETY BRIEFS AROUND THE WORLD

SOVIET UNION: Communist party officials are being stripped of some of their most prized status symbols.

Moscow traffic police say they have begun confiscating sirens and flashing lights from almost 800 cars which are used by local Communist party officials.

Moscow motorists have become accustomed to the sight of a local party official whizzing through midtown streets, sirens wailing and lights blazing. But the traffic authorities say enough is enough.

Police said the devices were confiscated because they had "too frequently been used just to gratify one's ego."

UNITED STATES: The mailbox, that concrete-filled milk can that has become a piece of roadside Americana, has also become a deadly highway hazard, the Missouri Highway and Transportation Department has warned.

Missouri has thousands of roadside mailboxes along its 32,000-mile state highway system. 372 accidents (roughly 2 per cent of all accidents with fixed objects) involving collisions with mailboxes were recorded on Missouri's state highways in 1987. Six people died as a result of those accidents, and 11 were injured.

FRANCE: The streets and public

works department of metropolitan Bordeaux (France) have developed an elastic new road surface that costs a fraction of the conventional bitumen, bonds quickly with the former covering, and shows improved performance under both summer and winter conditions. The rubberized bitumen emulsion used in Bordeaux is mixed with gravel and local crushed rock to spread a "road carpet" that prevents frost heave in the winter and sticky soft surfaces during the dog days of summer. The product is said to allow good road adhesion and safe braking under all weather conditions.

Coming Events

Sept. 27 - Dec. 17, 1988

Sheridan College, 12 week, part time,
Driving Instructor Course,
Contact Ron McCrae, (416) 749-5367

Oct. 6 - Oct. 21, 1988

Sheridan College, 3 week, part time
Advanced Instructor Course,
Contact Ron McCrae (416) 749-5367

Oct. 27 - Nov. 11, 1988

Sheridan College, 3 week, part time,
Advanced Instructor Course,
Contact Ron McCrae (416) 749-5367

Nov. 14 - Dec. 16, 1988

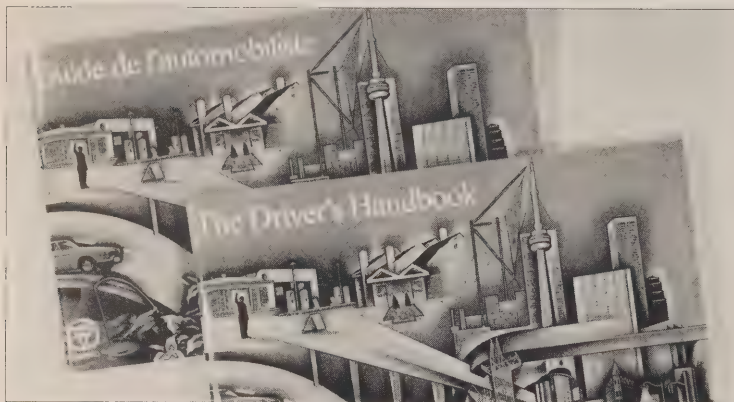
Sheridan College, 5 week, full time,
Driving Instructor Course
Contact Ron McCrae, (416) 749-5367

Nov. 24 - Feb. 10, 1989

Sheridan College, 10 week, part time,
Classroom Teacher Prep Course,
Contact Ron McCrae, (416) 749-5367

Nov. 23 - Feb 25, 1989

Sheridan College, 12 week, part time,
Driving Instructor Course,
Contact Ron McCrae, (416) 749-5367



The new Driver's Handbook, revised and redesigned, covers a few additional topics. These include headlight use when passing at night, sharing the road with larger vehicles and how to use two-way left-turn lanes. The Handbook is available in both English and French from MTO.

ontario traffic safety

Published for those interested in traffic safety. Contents may be reprinted without reference to the Ministry of Transportation except where credit is given to other sources. Readers with safety activities to report should write Ontario Traffic Safety, Ministry of Transportation, 1201 Wilson Ave., Downsview, M3M 1J8.

Ed Fulton, Minister

ISSN 0702-8040

Editor: Tracy Fawcett-Bell

(416)235-4876

Decisions continued...

Mark hesitated. "Wait up, Todd. I don't know." Todd stopped and looked back at him.

"What's the matter? We'll be back before your parents get here."

But Mark stood still. He thought about his speeding and being hit by the car. Then he thought about what his father had said. 'People have a right to be safe. A car is not a weapon. Could YOU have stopped in time?' It made sense to him now.

He looked at the car and then at Todd urging him to drive. He smiled and shook his head.

"Naw. It's not all that far to the store. Let's walk."

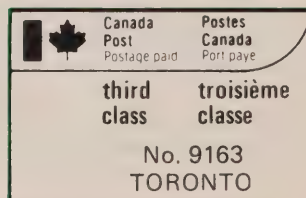
Staff Writers

The articles in this magazine were written by the following Communications Services Branch staff.

Tracy Fawcett - Bell
Garry Williamson

Contributions or queries should be addressed to the editor.

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Ontario Traffic Safety



Ministry
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Transportation



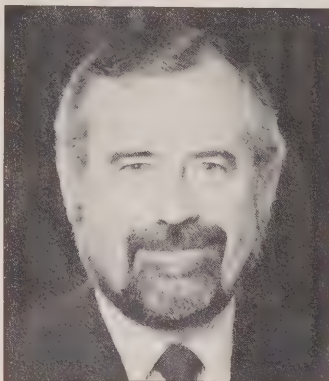
Winter 1988/89

A New Year Message

It's that time of the year again. The start of a new year - an opportunity to get together with our friends and family to celebrate and cast our hopes for the new year.

It's also the season when having a *healthy spirit* more often than not means indulging in an alcohol spirit. In 1987, 40 per cent of drivers killed had been drinking or their ability was impaired by alcohol. Don't let this happen to you or your loved ones.

Since taking office, I have made it my personal mandate to see that



MTO Minister Ed Fulton

drivers are educated about the effects of drinking and driving. Go safely this year. Take a taxicab, a bus or appoint a non-drinker to take you home, but please don't drink and drive. Not only is this a friendly bit of new year advice, it's the law.

Traffic safety is important any time, but this year don't let careless driving ruin your good cheer.

To all OTS readers, best wishes and *safe* driving for the year ahead.

Two provinces sign "fine" deal

Ontario Minister of Transportation Ed Fulton and Quebec Transport Minister Marc-Yvan Côté have signed the first reciprocal agreement between two Canadian provinces to monitor road infractions.

Under the terms of the new agreement, which comes into effect April 1, 1989, infractions committed under the Traffic Act of the neighbouring province will result in demerit points being recorded on the driver's record -- just as if those infractions were committed in the home province.

The agreement also provides for the suspension of the right to drive in the neighbouring province when any fine for a traffic violation has not been paid. Furthermore, it will facilitate exchange of driver's licences for Quebecers and Ontarians moving to the other province.

In 1987, Ontario drivers were responsible for 17,913 infractions under the Quebec Highway Safety Code. Those infractions represented 65 per cent of the total number of offences committed in Quebec by non-resident drivers. During the same period, there were 18,631 offences committed by Quebecers under the Ontario Highway Traffic Act.

In both Quebec and Ontario, offences such as exceeding the speed limit and failing to obey a red light or a stop sign represent 94 per cent of all demerit point infractions committed by drivers from the neighbouring province.

During 1987, approximately 500 infractions under the Criminal Code were committed by Ontarians in Quebec and 304 were committed by Quebecers in Ontario.

While this agreement is the first to be signed between two Canadian provinces, Quebec has had a similar pact with the state of New York since the beginning of 1988.

Côté and Fulton said they hope the signing will mark the first step toward a series of similar agreements which will eventually bind all the Canadian provinces and North American states.

Inside:

- Winter survival tips
- Cellular phone safety
- A Guide to Ontario's Snowmobile Regulations

Letter to the Editor

Dear Editor:

I do not know how I got on your mailing list but I appreciate your efforts to improve traffic safety.

I have three concerns about the trucking industry and I hope you might take up the cudgels.

The first is excessive speed of large trailer trucks. Despite the protestations of the industry, excessive speeding or following too close is commonplace. I hope legislation could be introduced to restrict heavy vehicles (and you would know better than I what the threshold weight should be) to a maximum speed of 90 km-h. and to restrict such vehicles to the right hand lane of multi-lane highways.

The second is to improve splash guards for wheels of heavy vehicles. There is nothing more terrifying than being passed by, or being behind a large vehicle on a rainy day when vision is almost totally obscured by spray. I think legislation should be introduced to oblige such vehicles to be equipped with complete wheel

enclosures rather than the dinky little pads now in common use.

My third concern is the extreme hazard posed by high platform that have inadequate protection against rear-end collision. The most notable are the trucks used to pick up and deliver the large steel boxes used to hold trash, etc., mostly at construction sites. If one was unfortunate enough to skid into the back of one of these, the platform would come through the windshield and decapitate the front seat passengers. I hope legislation can be introduced to have a proper barrier that is inspected regularly at the very back end of such vehicles.

**Dr. W. Robert Harris, MD.
FRCSC
Toronto General Hospital**

Dear Dr. Harris:

I am pleased to receive a response to issues that are of concern to our readers. After consulting with our truck transportation office, I can give you the following information.

Driving

Licensed drivers (with snowmobile operator's licence) aged 12 to 15, may operate a snowmobile on trails.

Drivers 16 and over

To drive a MSV along, or across a highway, a person must be 16 years of age or older and must hold a valid Ontario driver's licence, or snowmobile operator's licence. They may operate on trails and cross a highway at a 90-degree angle, or on highways where legally permitted.

Insurance

A person who drives a MSV anywhere except on land occupied by the vehicle's owner must carry liability insurance and produce evidence that the driver is insured under a motor vehicle liability policy to operate the vehicle.

Where you can or can't drive

You may operate your motorized snow vehicle on your own property, on pri-

your first point suggests the introduction of a designated lane with a maximum speed of 90 km solely for truck transport use. In actual fact, on designated freeways (with three lanes or more) transport trucks, like any other vehicle, are advised to drive only in the right hand lane as a safety precaution.

Certainly, there are many more trucks on our highways. In fact, close to 60 per cent of all goods are now carried by the trucking industry.

However, MTO engineers believe that a speed differential between cars and tractor trailers would cause safety problems rather than solve them. When all traffic moves at the same posted speed, there are fewer problems.

Relating to your second question concerning mud flaps, a recent U. S. study, which this ministry has been monitoring, concluded there are no existing wheel enclosures that effectively cut down on road spray completely eliminating safety hazards to the car drivers. This is especially true

(Continued on page eight)



Did you know that

A Guide to Ontario's Snowmobile Regulations

Registration

All motorized snow vehicles must be registered with the Ministry of Transportation. Do not drive your motorized snow vehicle (MSV) anywhere until it has been registered.

Validation Permit

In addition to registration, you must have a permit to drive your MSV, unless you are driving it only on land owned or occupied by the owner of the vehicle...or in an exempted area in remote northern or northwestern Ontario.



Above is the new diagnostic computer at the Hamilton Auto Club (HAC) Automotive Inspection Centre, Burlington Office. This sophisticated electronic unit provides computerized engine and general maintenance analysis with a printout. Depending on which services you feel your car requires, it provides either complete inspection, complete inspection with certification, engine analysis, safety standard inspection or partial inspection. For further information or appointment please call the HAC Automotive Inspection Centre, 3416 Fairview St. , Burlington, 632-5710.

SAFETY BRIEFS AROUND THE WORLD



CANADA - Alberta is considering immediate licence suspensions for motorists charged with impaired driving causing death or injury, the province's solicitor-general said.

He said the time it takes for the courts to deal with an impaired driving charge leaves the public at risk. Some individuals are now driving several months after an occurrence because they haven't been through the court system.

The government is considering suspending licences right away where there is clear evidence that the impaired driver was at fault and where death and injury occurred.

FRANCE - A \$3-billion, privately financed "subway for automobiles" may run under the streets of Paris by the turn of the century.

The Liaison Automobile Southeraine Expresse Régionale (LASER) would consist of a 50-kilometre network of five tunnels radiating from a central ring to suburbs close to major highways. The 9.5 metre - diameter tunnels would have two decks, each carrying three lanes of traffic.

By building more than a dozen access points to the tunnels, the French contractor GTM-Entrepose says the network can carry 350,000 cars a day while limiting the entry rate at any point to 400 cars an hour. The scheme would reduce traffic volumes in central Paris by an estimated 15 per cent.

SOUTH AFRICA - The majority of pedestrian fatalities in South Africa occur on rural road, according to that

country's National Road Safety Council. Even where sidewalks have been provided, says the Council, pedestrians refuse to use them, preferring to walk in the road because that is where they can get a ride.

One of the most common forms of travel for the older person is walking, which is not only a means of getting around but also a form of exercise. However, they are much more likely to be involved in traffic accidents than younger pedestrians, especially in urban areas.

Winter S

Preparing for winter doesn't only mean getting your car mechanically ready. Whether you drive short or long distances or the odd weekend excursion, it's a good idea to have the following essential items in your car.

- battery booster cables
- ice scraper or snowbrush
- small shovel
- tow rope or chain
- lock de-icer
- gas line anti-freeze
- spare bulbs for headlights and tail-lights
- extra fuses and fan belt
- warning flares or triangles
- a small bag of sand, salt or traction mats
- blankets, extra clothing and boots - even a sleeping bag for warmth
- packaged food items that will keep fresh, such as chocolate bars, granola and boxed juice.
- flashlight
- candle and matches

Okay, so you've prepared an emergency travel kit and winterized your car. Psychologically you're ready to accept the reality of winter and the type of driving that is required.

Yet prepared as you are, there can come a time when it seems winter is delivering everything its got, at you. Strong winds, heavy snow and decreased visibility can all cause you to steer blindly into a ditch.

And then it really happens. The moment you thought would never come - you're stuck.

Don't despair! The following tips should help if this happens to you.

- If it can be done safely, start digging the snow away from all wheels. Work slowly. Don't over exert yourself.

- Place aids, such as traction pads or cardboard under the driving wheels. Spread salt or sand for added traction.

- Use soft accelerator pressure. Start in low gear. Should you be stuck in a rut, rock the car back and forth for added momentum.

If you're stranded, remember to:

- stay calm
- make your vehicle as visible as possible. Turn on your emergency flashers. Outside the vehicle, use emergency flares and/or tie a piece of cloth to the aerial.
- stay in the car. It's safer and will provide the best protection from the weather and traffic.
- keep the engine running for ten minutes at a time every hour. This will keep the battery charged, conserve gas and provide warmth.
- always keep a window partially open for ventilation. The rear window of a station wagon or hatchback should not be open. This will draw exhaust fumes into the car.
- keep snow from blocking the exhaust pipe. This will cause a build up of deadly odorless carbon monoxide.
- stay awake to check for complications such as frostbite and keep an eye out for help.

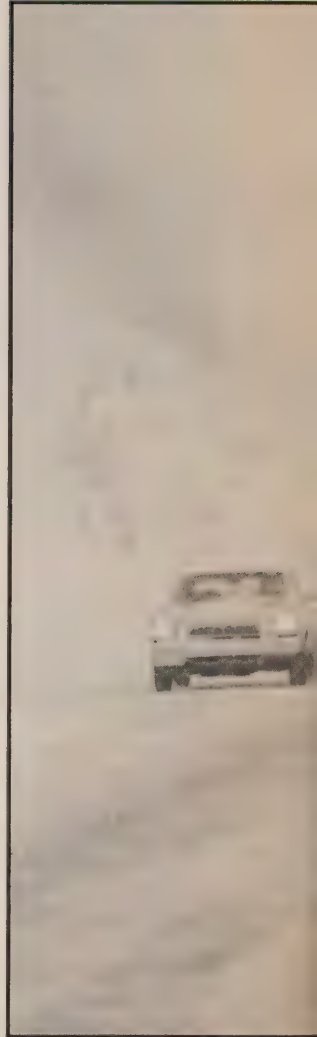
- dress warmly if its absolutely necessary that you leave your car. Dressing in layers with loose fitting clothing helps regulate body temperature.

- keep your head and neck covered. Fifty per cent of body heat can be lost at these points.

- avoid overheating and stay dry. Wet clothing loses ninety per cent of its insulation value. Dampness, not temperature, is the main factor which leads to hypothermia.

Stay calm and alert. Use your emergency travel kit. Help will arrive.

By Garry Williamson



Think your way to safety when driving Ontario's roads and highways this winter

According to a Ministry of Transportation spokesperson, the safest drivers this winter will be "thinking drivers", the ones with their "minds in gear" for winter highway and road conditions.

He lists six essentials for safe winter driving:

Think Safety -- Avoid abrupt acceleration, braking, or lane changes that can cause skids on slippery roads.

Anticipate -- Look ahead as far as possible. Try to anticipate stop signs, traffic signals or traffic ahead.

Slow Down -- Reduce your speed in less than ideal conditions on slushy, snow covered or icy winter roads.

Keep your Distance -- Increase the distance between you and the car ahead by three to four times to leave a buffer zone for safe braking.

Use your Lights -- Turn your headlights on in bad weather conditions as well as on dark winter days to make your vehicle visible to others.

Don't Rush -- Allow an extra 15 minutes to drive to work, to go shopping, or to arrive at social gatherings. Check the weather forecast before you leave.

Information on winter road conditions may be obtained around the clock by telephoning the list of highway information numbers below.

Bancroft	(613) 332-3621
Barrie	(705) 835-3014
Belleville	(613) 962-3451
Brockville	(613) 345-3560
Burlington	(416) 639-2427
Chatham	(519) 354-7504
Cochrane	(705) 272-5775
Cornwall	(613) 933-4012
Hamilton	(416) 639-2427
Huntsville	(705) 789-4483
Kenora	(807) 548-5910
Kingston	(613) 544-2523
Kitchener	(519) 743-2621
Lindsay	(705) 277-3333
London	(519) 681-2047
Midland	(705) 835-3014
New Liskeard	(705) 647-8104
Niagara Falls	(416) 682-6641
North Bay	(705) 474-0044

Orillia	(705) 835-3014
Ottawa (Eng.)	(613) 745-7040
Ottawa (Fr.)	(613) 745-4166
Owen Sound	(519) 376-9683
Pembroke	(613) 735-4186
Peterborough	(705) 277-3333
Port Hope	(416) 885-6351
Preston	(519) 743-2621
St. Catharines	(416) 682-6641
Sarnia	(519) 542-7718
Sault Ste. Marie	(705) 256-6255
Stratford	(519) 271-8321
Sudbury	(705) 522-0388
Thorold	(416) 682-6641
Thunder Bay	(807) 475-4251
Toronto (Eng.)	(416) 235-1110
Toronto (Fr.)	(416) 235-3941
Trenton	(613) 962-3451
Waterloo	(519) 743-2621
Windsor	(519) 253-3536

Spend a day sideways

by Tracy Fawcett-Bell



For me, the thought of a day at Petro Canada's Skid Control School in Oakville was as appealing as making a trip to the dentist. I really didn't want to go.

After some initial introductions, school manager Doug Annett coaxed me over to one of *their* cars, which looked normal except for the extremely bald tires and the foot brake on the passenger side.

"Most of us really hate skidding deep down. But the secret is to use the skid, not control it, to get to where you want to go," he said.

I agreed with him until I saw where I would be skidding.

The course, which consists of a quarter mile track slicked down with water and oil, is set up like a two lane road with pilons along the sides.

Once I entered the pilon lanes, at a speed of approximately 50 km-h. I was told to take my foot off the gas pedal and change lanes. At this point, the instructor slammed on his brake and the car started to skid.

I have had my licence now for nine years, but sitting in the car with Annett - at first - brought back memories of my driving school days. The first thing I learned about was the nasty driving habits I had picked up over the years.

My hands, in a skid, took on strange



positions. This prevented me from successfully steering my way out of a slippery skid. I learned that your hands should always be at a nine and three o'clock position, and when you make a

lane change the wheel should only move slightly. Once I mastered this, I was amazed at how much more in control I felt.

My brake foot was another thing. You're told to take your foot off the brake. For steering to work effectively you must not brake at the same time. A couple of times I just couldn't help myself. My foot somehow found its way to the pedal and a way I would go - donut time.

OK, so I have my hands and feet in order, now what about my eyes.

"Where were you looking?" Annett asked. "Right ahead of me at the asphalt," I said.

Why I was doing that was a mystery to me, but I did learn the skill of fixing my eye on an object in the horizon to keep the car in line. It sounds strange, but

your car will really go where you are looking. If you focus on an object at a distance that is directly in the center of your lane and steer towards it, your body will line up with the object and your car will move likewise. Remember you are using your peripheral vision. Do not block out everything else when you are focusing on the horizon.

Hands, feet, eyes, and horizon. It seems like a lot to remember, but surprisingly enough it does all come together. Skid school took the fear out of the skid and I know this winter when I'm out on the road I will have the confidence to control my car in a hazardous situation.

Now if I could only work on that dentist appointment I've been putting off.



REARVIEW MIRROR

*...LOOKING BACK AT AUTOMOTIVE
AND TRANSPORTATION HISTORY*



The development and introduction of many of the safety items and accessories on our vehicles today did not take place overnight. While some manufacturers' ideas failed or fell short of expectation, other ideas were adopted by the entire automotive industry for introduction to the public.

We continue to highlight some little known facts about these safety innovations that were introduced in the automotive industry over the years.

1913 - The electric starter was offered by several manufacturers. Replacing the crank start, this marvelous invention saved many a hand and arm.

1916 - Brake lights first appeared on many cars.

1929 - Tail lamps were introduced on both sides of cars.

1940 - Heaters and defrosters became standard equipment on many cars.

1954 - Padded dashboards were offered.

We'll leave you with this question to be answered in our next issue:

Q. Name the tire company which first introduced the "tubeless tire"?

SAFE DRIVING TIPS

With more and more phone-equipped cars appearing on our streets and expressways, safe use has become a concern.

With 140,000 phones in use in Canada at the end of last year and another 100,000 expected to be sold this year, safety organizations are taking a close look.

Studies on the driving records of cellular buffs has been limited, but the few that have been done show that phone users have a better record than non-users.

The American Automobile Association found drivers with mobile phones have fewer accidents than those who don't have phones. All this despite the fact motorists with cellular phones spent twice as much time on the road.

But good driving records can only be maintained if new users keep up the good work.

Cantel and Bell Cellular systems offer advice to first-time users. Both companies agree: "Make driving your priority."

Practise using your phone in your yard to become familiar with its features.

Limit your dialing to when the car is stopped. Features such as phone numbers in memory and speed-dialing can be helpful here. If you have a passenger, have him or her do the dialing. A voice-actuated dialing system is on market that is totally hands-free. You just speak the number or the person's name, and the dialing machine takes over. It's expensive, but watch the price tumble.

Of course, everyone recommends your car phone be equipped with a "hands-free" option. Your speech is picked up by a small microphone.

Phone companies say the cellular-equipped driver is more relaxed because he is still in touch with the office and clients. He doesn't worry about being stuck in traffic congestion.

But, do make a point of assessing the traffic before making a call. Make sure no distractions are coming up and traffic is not too heavy. And slow down

when on the phone, but not so slow that you create a hazard. And remember to pull over to the right; don't hog the passing lanes.

Keep the calls short. Long, complex conversations cause the mind to wander from the driving task. If notes are necessary, find a safe spot to stop.

And that means pulling totally off the roadway, not stopping in emergency areas.

After calls, make sure the handset is properly in its holder. In an emergency evasive move, it could become a lethal projectile. Its cradle should be close and easy to reach when you're in the driver's seat with a seatbelt on.

But, the most important rule of all is that driving must be the primary concern. You don't want to have to dial 911 to report your own accident.

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Coming Events

March 6 to March 31, 1989

Driving Instructor Course
Ontario Safety League, full time
Contact Ed Moore (416) 620-1720

April 3 - 21, 1989

Traffic Training Course
Ontario Police College
Aylmer, Ontario
Contact J. Woodley (416) 598-4138

April 30 - May 4, 1989

Ontario Traffic Conference
Annual Convention
Holiday Inn
Burlington, Ontario
Contact J. Woodley (416) 598-4138

May 1 - May 26, 1989

Driving Instructor Course
Ontario Safety League, full time
Contact Ed Moore (416) 620-1720

May 8 - 12, 1989

Teaching Methods Course - Police
Ontario Police College
Aylmer, Ontario
Contact J. Woodley (416) 598-4138

July 3 - 28, 1989

Driving Instructor Course
Ontario Safety League, full time
Contact Ed Moore (416) 620-1720

Sept. 5 - Sept. 29, 1989

Driving Instructor Course
Ontario Safety League, full time
Contact Ed Moore (416) 620-1720

October 15 - 17, 1989

Safety Officers Workshop
Novotel Hotel
Mississauga, Ontario
Contact J. Woodley (416) 598-4138

Continued from page two

in Canada where snow and ice collects in wheel enclosures. On the positive side, new tractor designs are becoming more aerodynamic, which will help to cut down on the amount of splash during bad weather conditions.

The issue of truck platforms falls under the jurisdiction of the Federal Department of Transport, which mandates new vehicle standards. A joint study of the Canadian Conference of Motor Transport Administrators (CCMTA) and the Roads and Transportation Association of Canada (RTAC) has recently recommended that truck platforms be reviewed for safety and stability. This recommendation has been forwarded to Federal Transport Minister Benoit Bouchard.

From what I can gather there aren't any pat solutions to solving the problems associated with the mix of cars and trucks on our highways, but positive steps are being taken on various fronts - including new federal and provincial trucking legislation which will have positive impacts on truck safety.

ontario traffic safety

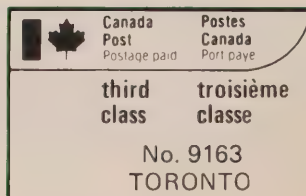
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Ed Fulton, Minister

ISSN 0702-8040

Editor: Tracy Fawcett-Bell

(416)235-4876



ontario traffic safety



Ministry
of
Transportation



Summer 1989

MTO helps launch new bicycle safety campaign

Ontario Transportation Minister Ed Fulton has announced a contribution of \$52,500, by his ministry, to the Toronto City Cycling Committee towards the development of a public awareness campaign featuring bicycle safety.

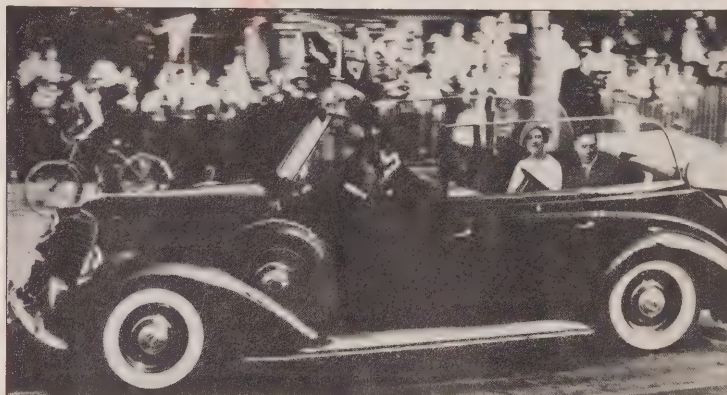
The campaign, themed "Cycle Safely. Our Reputation is Riding on You," was launched recently at a press conference at Toronto City Hall. Aimed at cyclists aged 18-30, bus shelter ads and 15 and 30-second animated TV spots will run throughout the Summer in Metropolitan Toronto.

"Today, cyclists are at risk on our streets and highways, especially with the number of vehicles on the road. They have to develop the proper skills and have the right attitude to avoid accidents," said Fulton.

"Highway safety promotion is a very high priority with the ministry. In February, I introduced a Bill in the Legislature which will emphasize the need for bicyclists to follow the rules of the road, like any other vehicle," he continued.

"I am pleased to have my Ministry participate in this very worthwhile project. This campaign, conceived by the Toronto City Cycling Committee, stresses appropriate behaviour. There's a definite need for the education of all road users - cyclists and motorists alike. All should have the proper attitudes of co-operation, responsible behaviour and courtesy," he said.

(Continued on page eight)



A limousine built for Queen Elizabeth and King George VI for the 1939 Royal Tour: This 1939 V-12 LeBaron Convertible carried Queen Elizabeth and King George VI to the official opening ceremony of the Queen Elizabeth Way (QEW) 50 years ago. When Her Majesty Queen Elizabeth the Queen Mother rededicated the highway this summer she rode in the same custom-built limousine.

Changes in driver and vehicle fees

The Ministry of Transportation has released details of fee changes for specific driver and vehicle transactions effective August 1, 1989.

These were originally announced in the May 1989 budget.

Driver and vehicle renewal fees will increase for renewal periods commencing on or after August 1, 1989. This means that anyone whose driver's licence and/or vehicle plate validation sticker expires on or after July 31, 1989 will be subject to the new fees regardless of when they come in to renew.

The cost of a driver's licence renewal for three years increases to \$30 from \$21.

Passenger plate validation stickers in southern Ontario increase to \$66 from \$54 and in northern Ontario to \$18 from \$15.

For a motor-assisted bicycle validation sticker the fee goes to \$12 from \$9.

The plate validation sticker fee for commercial motor vehicles weighing 3000 kilograms or less, for personal use only, will increase to \$66 from \$54 in southern Ontario. In northern Ontario, the fee goes to \$33 from \$27.

In addition to the fees announced in the Budget, there will be other driver and vehicle related fee increases in order to maintain consistency with the Ministry's fee structure.

The fee for an original driver's licence and for a replacement driver's licence goes to \$10 from \$7.

The historic plate validation sticker fee will increase to \$18 from \$12.

For a regular dealer plate validation sticker, the fee goes to \$132 from \$96

(Continued on page eight)

Letters to the Editor

Re: the letter from Don Bell in the Spring 1989 edition of Ontario Traffic Safety.

All the things that Mr. Bell says may be true. However, as a driver for over 40 years, I still find it uncomfortable driving when surrounded by trucks.

I think it is about time that the government decided that trucks should have, and pay, for their own right-of-way, similar to the railroads. Then the highways for autos would be much cheaper to build and much more pleasant for car drivers.

John H. Woodrow
Oshawa, Ontario

In his letter printed in the spring issue Don Bell says "large trucks are prohibited from using the left lanes on Toronto area six lane highways".

How is it that trucks are constantly to be found in the middle and left lanes of these highways and usually travelling in excess of the speed limits?

In an article in the same issue "Safe Trucking Costs Less" the matter of driver fatigue is brought up. In my experience as an orthopaedic surgeon treating the victims of highway accidents I have often been impressed by the very long hours put in by highway transport drivers. I have the impression that this is the result of drivers being paid on a "piece work" basis, i.e. the more they drive or the more loads they carry in a 24 hour period, the more they are paid.

Has Mr. Bell any comment on this issue?

W. Robert Harris, M.D., FRCS
Toronto General Hospital

You have invited comments on Don Bell's letter which you carried in the Spring 1989 edition of Ontario Traffic Safety.

Don Bell is familiar to us as a person constantly offering views on the rights of truckers.

Dr. Robert Harris in his letter carried in your Winter 1988/89 edition of Ontario Traffic Safety offered his criticism of large trailer trucks. Excessive speeding and following too close by trucks were identified as the major complaints in surveys reported by Dr. Robert J. Uffen in his report of the Ontario Commission on Truck Safety dated April 1983.

Dr. Harris' call for improved splash and spray attenuators on heavy trucks is also a very real concern and one that has been expressed consistently by the Canadian Automobile Association (CAA) since 1982.

Since 1979, CAA has called upon the federal government to establish a safety standard for protection against truck underride - a concern also expressed by Dr. Harris.

Mr. Bell must recognize that the road-mode is shared by several users, namely the automobile, the truck, the bus and the motorcycle and we do so on narrow traffic lanes - 12 feet wide - at fairly high speeds. There must be a high degree of confidence among all users in such a dynamic system.

We must also recognize that the greatest number of users - the private motorist - has a right to be there and have a right to express concern about the type of vehicles with which they must share the road because they bear the bulk of our highway construction and maintenance costs.

We do know that all truck accidents are not caused by trucks, but accidents between automobiles and trucks can be devastating, regardless who caused the accident.

A collision involving a large truck and certainly a collision involving a truck trailer combination, especially one that has overturned, could take six hours or more to clear up. Such events which occur all too often can cause immense delays to other highway users including other trucks, buses, and motorists. **The disruption to freedom of mobility and to daily living when accidents involv-**

ing large truck combinations block roadways for hours and delay thousands of people at a time, can be an immense drain upon the economy. This concern has been well documented in a November 1988 report out of California entitled, "Estimating The Full Economic Costs of Truck Incidents on Urban Freeways".

As we expressed recently in our report on trucks last year - "The Issue Is Safety".

Perhaps the time has come for the Province of Ontario to require the trucking industry to build its own transportation corridor in highly populated areas.

Alfred U. Oakie
President
Hamilton Automobile Club

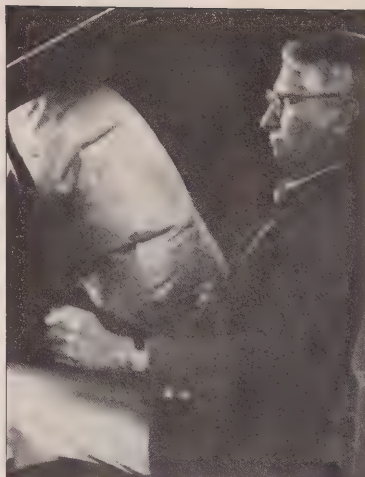
I have a couple of comments. Firstly, last summer we travelled from our home to Newfoundland. On two lane highways in Ontario we experienced difficulty with tractor-trailer vehicles tailgating on hilly sections. Our vehicle has cruise control and we found trucks tailgated as they picked up speed on the down hill and until the cruise control cut in again at the set highway speed limit.

On multi-laned highways, like 401, this was not a problem but we noted that nearly all trucks exceeded the posted speed limit. On a few occasions tractor-trailers cut in too soon after overtaking our vehicle.

Secondly, I think all drivers should be retested (both a written and in-car test) every five years. Under the present system, some people have been driving for 64 years. Just think how many bad habits one could acquire over that time period!

P.S. Excellent publication

Carolyn Skinner
Principal
Grandview Public School
Thunder Bay, Ontario



Air bag supplemental restraint systems deploy in frontal collisions involving a moderate-to-severe impact equivalent to at least 19 km/h into a brick wall. Within 1/25 of a second after impact, nylon bags installed in the steering column or dash board fill with harmless nitrogen gas, cushioning the head, neck and chest. A split second later, they begin to deflate. This sequence happens so quickly, that the air bag will not block a driver's vision nor pin occupants in the car. Photo courtesy of the Ford Motor Company of Canada Limited.

SAFE DRIVING TIPS

Left Turns

When turning left from a two-way street to a two-way street, or from a two-way street to a one-way street, make your turn from right of the point where the centre line meets the intersecting street. Look ahead, to the rear, to the left and the right before starting to make your turn. Enter the intersecting two-way street into the left-hand lane, keeping immediately to the right of the centre line. When two vehicles proceeding from opposite directions meet in the intersection as they wait to complete left turns, each vehicle should turn to the left of the other vehicle. Enter an intersecting one-way street into the left-hand lane. If the lanes on the one-way street are unmarked keep immediately to the right of the left curb or the edge of the roadway.

Turning left from a one-way street to a two-way street, or from a one-way street to a one-way street, is similar. Make your turn from the

left-most lane of the one-way street. Look ahead, to the right and to the left before starting your turns. Enter the intersecting two-way street to the immediate right of the centre line. Enter the intersecting one-way street into the left-hand lane. If the lanes on the one-way street are unmarked, keep immediately to the right of the left curb or edge of the roadway.

Left turns on a red signal

A left turn may be made on a red signal, only from a one-way street into a one-way street, and only after the vehicle has been brought to a full stop and if the way is clear. You must yield right-of-way to pedestrians and traffic.

Left-Turn Lanes

Sometimes left-turn lanes are provided.

At intersections controlled by signs or signals, a left-turn lane may be provided. When making a left turn at highway intersections where left turn

lanes are indicated by pavement markings or signs, approach the intersection in the appropriately marked lane. Turn into the corresponding lane of the intersecting highway.

Sometimes two-way left turn lanes are provided to enable left-turning traffic from either direction to leave the main travelled portion of the highway, while waiting for an opening in the oncoming traffic flow. To use a two-way turn lane follow these steps.

- After positioning your vehicle in the lane adjacent to the two-way turn lane, signal your intention to run left and reduce speed in anticipation of making the turn.
- Look behind and to both sides of you before you change lanes.
- Move into an opening in the two-way left turn lane shortly before where you intend to turn and carefully move forward to a spot opposite the driveway or roadway

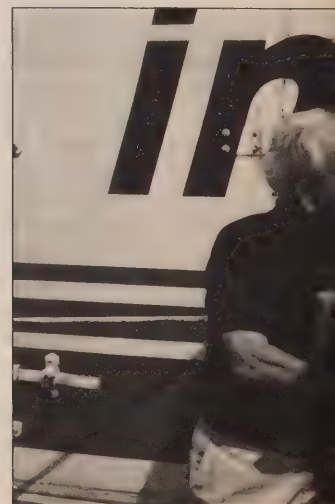
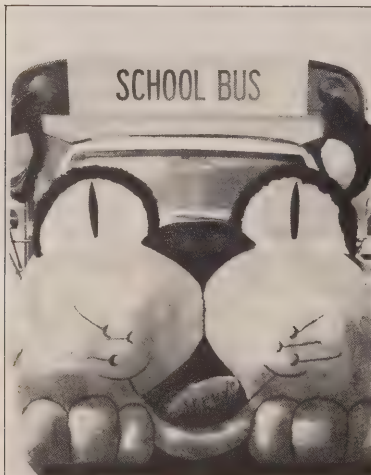
(Continued on page eight)

Brockville



This year, the Brockville Police Department Ontario. More than 4,000 students attended of safety measures both at home and in the community. Participants included the **Public Utilities Commission** (middle - Brockville Police Chief W.M.G. Curtis giving appreciation for running the safety trailer.), **Bell Canada** (on how to use the telephone and talking to strangers), **Petro Can Road Safety School Group** (Bottom left: A talking school bus that let children know how to get along on the road). The participating hands were provided by community service groups including the Kinsmen Club and the Kinsmen Club.

Congratulations to Const. Dave Mitchell for his



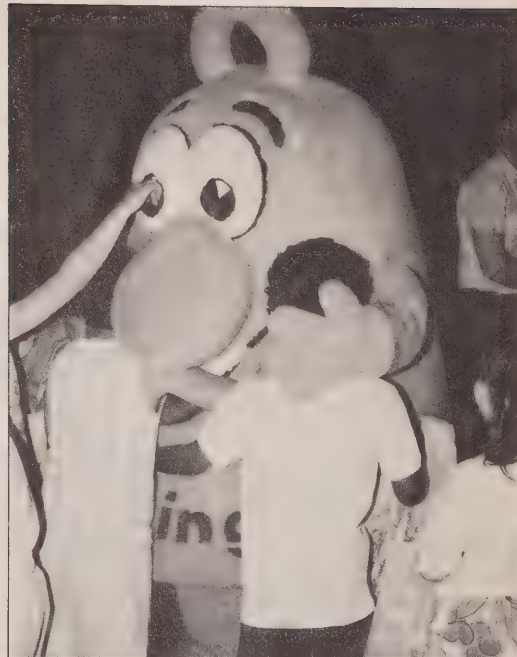
Police Week



safety exhibition in honour of Police Week in
week-long show aimed at increasing their awareness
community.

the City of Brockville (Top middle), MTO (Bottom
ministry employee John Connor with a certificate of
d. (Top right "Ringer" the bell who talks to children
Canada (Bottom right. Young drivers learn about
the Thousand Islands Secondary School Theatre
cat). Clowns (Top left: C. Darling) and extra help-
the Rotary Club, Civitan Club, Lions Club, Kiwanis

whole show together!



Photos by Tracy Fawcett-Bell

Construction Update

By Garry Williamson

The following is a list of the major highways that are under construction this summer.

SOUTHWESTERN ONTARIO

- 401 Various locations between Hwy. 3 and Hwy. 77 - Pavement and bridge repairs.
- 401 At London - From Wellington Rd. to 1.2 km east of Hwy. 126 - Reconstruction and bridge repairs for 4.5 km including reconstruction of Hwy. 126.
- 401 At Cambridge - Grand River to Hwy. 24 - reconstruction and bridge repairs for 1.4 km.
- 406 At Thorold - bridge repairs - northbound lanes closed with local detour.
- 9 Arthur to Grand Valley - repaving and bridge repairs for 19 km.

CENTRAL ONTARIO

- 400 Bridge repairs at four locations from Innisfil Beach Rd. to Hwy. 27/Essa Rd. Barrie.
- 401 At Port Hope - bridge repairs.
- 401 Port Hope east to Trenton - repaving at various locations for 37 km.
- 401 Hwy. 32 to Maitland Rd. - repaving at various locations for 35 km.
- 7A Hwy. 35 westerly - reconstruction and bridge repairs for 14 km.

EASTERN ONTARIO

- 417 At Ottawa - Woodroffe Ave. to Maitland Ave. - reconstruction for 2.2 km.
- 417 At Ottawa - Eagleson Rd. to Terry Fox Dr. - repaving for 3.9 km.

NORTHERN ONTARIO

- 11 4.2 km south of Temagami northerly - reconstruction for 33.5 km at various locations.
- 11 Bridge repairs at North Driftwood River 10.7 km west of Hwy. 655, Groundhog River at Fauquier, Kapuskasing River at Kapuskasing, Skunk River 2 km east of Hwy. 631.
- 11 Hearst to Opasatika - repaving for 59 km at various locations.
- 11 20.7 km east of Klotz Lake (east of Longlac) - easterly reconstruction for 19.9 km.
- 17 Hwy. 531 easterly - reconstruction and bridge repairs for 26 km.
- 17 Bridge repairs at Blind River, and at Goulais River.
- 17 Steel River to east of White Lake - repaving and bridge repairs at various locations.
- 17 27.5 km east of English River to Upsala - reconstruction and bridge repairs for 13.2 km.

MTO's Highway Construction Bulletin, detailing construction locations in the province, is available by contacting: The Ministry of Transportation, 1201 Wilson Avenue, 1st Floor West Tower, Downsview, Ontario M3M 1J8 or Telephone: (416) 235-2771 or 1-800-268-0637.



Summer time fun - it could affect you!

It was supposed to be the weekend of a lifetime for John Doe Ontario. A cottage by the lake in Muskoka, a beautiful hot summer day and half the population of the province decked out in their seasonal attire bent on some serious celebrating.

Or not.

Maybe it was the heat and the easy way those cool beers went down. Or maybe it was the excitement of the long weekend and having all his friends around, but our host John made a decision that would profoundly affect every weekend for the rest of his life.

Like too many other Ontarians last year, John drove while he was impaired by alcohol and killed innocent people - mothers, fathers, daughters and sons - all in the spirit of summer time fun.

For many years, the holiday (Christmas) season has always been associated with drinking and driving. Yet few people realize that the real story lies in the summer months, particularly on our infamous long (drinking) weekends.

"People drink more in the summer and they drive more in the summer. It's human nature. But eventually this problem escalates and this is where we are right now," says John Bell, Ontario coordinator for RIDE.

Of the 1704 fatal car accidents reported in 1987, 25 per cent were alcohol involved. Over 40 per cent of these accidents occurred during the summer months.

To combat this problem, the Ontario Solicitor General, with the assistance of regional and Ontario Provincial Police, will be launching a major drinking and driving crackdown this summer with emphasis on the long weekend.

"Starting on the May long weekend through to the end of the summer individual police forces across the province will be setting up their RIDE cruisers. The reason for this is simple - this is the time the rate of drinking and driving is at its highest and we are doing everything we can to change this," said Bell.

In 1977, RIDE (Reduce Impaired

Driving Everywhere) was introduced as a pilot project in the City of Etobicoke.

Since RIDE began, there has been a 40 per cent reduction in drinking related accidents. Last year in Metro Toronto alone, 220 drivers were arrested for driving under the influence of alcohol.

"I'd like to say that RIDE has been totally responsible. But you have to give some of the credit to citizen groups for bringing the



message home," says now retired Metro RIDE coordinator Sgt. Don Colbourne.

The product of pressure by concerned citizen groups itself, RIDE has set the groundwork for many associations like PRIDE (People to Reduce Impaired Driving Everywhere), SADD (Students Against Drunk Driving), MADD (Mothers Against Drunk Driving) and ADD (Against Drunk Driving).

And the results have been tremendous. For example, since PRIDE was established in 1981, their achievements have included: establishing the provincial task force on drinking and driving which led to the formation of the Attorney General's Drinking and Driving Countermeasures office; banning of "Happy Hours" in bars and restaurants; supporting rehabilitation programs for impaired driving offenders; monitoring the impaired

driving cases in courts to look at the different sentences given; providing support for victims of impaired drivers; and creating public awareness through public education.

"The summer season has become hazardous because of the increase in drinking and driving. At Christmas people are more aware and they have their friends and family around for support. In the summer, they're drinking in the park, on the beach, usually far from home and people on their own are just not good judges of whether they are impaired or not," said PRIDE/MADD representative Lillian Pegg.

Pegg, whose son was killed by a 19-year-old drunk driver, said although there has been some success from programs like RIDE, the problem of drinking and driving is still on the rise.

"It's getting easier and easier. I've seen young people who drive to a beer store and they have their cans opened by the time they leave the parking lot. You can see the beer tops littering the bushes," said Pegg.

PRIDE/MADD is currently launching a public awareness campaign that focuses on the judgement of the drunk driver. They believe that because people are not capable of assessing their alcohol condition accurately when they are drinking, they are not the best judge to decide who is to drive. Most people do not know if they are impaired or not.

Maybe someone could have warned our host John Doe Ontario that he was not the best person to drive that beautiful hot summer day. That by driving drunk he was putting himself, his passengers and the other drivers around him at risk. And that his decision to drink and drive could affect the rest of his life.

Or maybe not.

By Tracy Fawcett-Bell

Coming Events

Sept. 12, 1989

Traffic Control Work Zone
Awareness Seminar
Cambrian College
Sudbury, Ontario
Contact: J. Woodley
Ontario Traffic Conference
(416) 598-4138

Sept. 12 to Dec. 21, 1989

George Brown College
Driving Instructor Course - part-time
Contact: Loreen Miskevich
(416) 867-2273

Sept. 14, 1989

Traffic Control Work Zone
Awareness Seminar
Holiday Inn
Sault Ste. Marie, Ontario
Contact: J. Woodley
Ontario Traffic Conference
(416) 598-4138

Sept. 17 - 21, 1989

Roads and Transportation
Association of Canada
Annual Conference and Exhibition
Palliser Hotel and Convention Centre
Calgary, Alberta
Contact: Gilbert Morier (general
inquiries)
or Brian E. Hicks (technical inquiries)
(613) 521-4052

Sept. 26 - Dec. 16, 1989

Sheridan College
Driving Instructor Course
12 weeks, part-time
Contact: Ron McCrae
(416) 749-5367

Oct. 22 - 24, 1989

Safety Officer's Workshop
Novotel Hotel
Mississauga, Ontario
Contact: J. Woodley
Ontario Traffic Conference
(416) 598-4138

Left turns continued

you wish to enter. Before entering into the two-way left-turn lane, make sure that the way is clear.

- Make your turn at low speed and complete it in the proper lane.
- Vehicles from the opposite direction may also use this lane to complete a left-turn. As they wait in front of you for an opening in the traffic on your side of the highway, they may make it difficult for you to see oncoming traffic on their side of the highway. Only proceed when you are certain the way is clear.

Bicycle safety continued

By assisting in this advertising program, we can help improve transportation safety and thus contribute to the reduction of accidents involving bicyclists," Fulton concluded.

To promote bicycle safety across Ontario, the Transportation Ministry is providing, free of charge, English and French versions of the animated TV spots to other communities outside Metropolitan Toronto.

For further information contact: Ontario Ministry of Transportation
Transportation Regulation
Development Branch
Miss Heather Clarke
(416) 235-3635

Fees continued

and the dealer motorcycle and motor assisted plate validation sticker to \$72 from \$48.

To increase the permitted gross weight of a vehicle by 7000 kilograms, the fee for the Conversion Unit will increase to \$300 from \$252.

The minimum annual fee for bus plate validation stickers will increase to \$66 from \$54 and for school bus plate validation stickers to \$66 from \$54.

Also announced in the budget for the Greater Toronto Area, but scheduled for implementation on December 1, 1989, is the \$90 fee for passenger vehicles and personal use only commercial motor vehicles (3000 kg or less) and the \$48 fee for motorcycles. This area consists of the regional municipalities of Durham, Halton, Peel, York and Metropolitan Toronto.

ontario traffic safety

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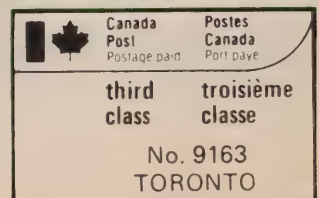
Ed Fulton, Minister

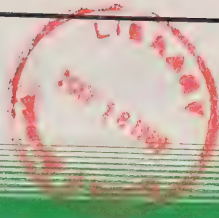
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Spring 1989

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Brampton Transit has a new addition to its bus fleet, a new double decker British Leyland Olympian. With the help of a capital subsidy provided by the Ontario Ministry of Transportation, Brampton is the first city in Canada to operate a double decker bus in regular urban transit service.

Transportation Minister launches new automated driver testing system

A new automated driver testing system was recently launched by Ontario Transportation Minister Ed Fulton at Queen's Park Licence Issuing Office in Toronto.

The pilot project replaces the written test and the carousel projector system used for the 365 Learner's Permit and other classes of licences. If successful, the project will be introduced to other driver examination centres across the province.

"The world of high-tech computer technology has come to driver testing. This new system provides a more realistic examination because applicants are questioned on actual driving situations. It's really much more than a test, it's a teaching tool," said Fulton.

The question data bank consists of approximately 200 random test questions, organized into 10 know-

(Continued on page eight)

Traffic violation agreement in force

Drivers are reminded that an agreement between Ontario and Quebec to exchange information on Highway Traffic violations went into effect on April 1.

Before April 1, only Criminal Code offences such as impaired driving were exchanged between Canadian provinces.

After that date, drivers from the neighbouring province who are convicted of traffic offences in either Ontario or Quebec will have the convictions and demerit points transferred to their home records.

The agreement covers eight offences: careless driving, dangerous driving, speeding, failing to report an accident, failing to remain at the scene of an accident and driving a vehicle for a bet, stake or race.

These violations make up 94 per cent of all demerit point infractions committed by out-of-province drivers in Ontario.

The agreement is the first of its kind in Canada.

Inside:

- ABCs of motorcycle safety
- Safe trucking costs less
- Safety briefs around the world

Letter to the Editor

Dear Editor:

Re: Dr. Robert Harris' letter - OTS Winter 1988/89. The trucking industry often is the victim of unfair, one-sided and exaggerated criticism and paranoia. Large trucks are very noticeable and are observed more than automobiles! Several pertinent facts were ignored:

- car drivers are proportionately worse than truck drivers for both speeding and following too closely (MTO surveys).

- tractor-trailers are involved in two per cent of all vehicle accidents (MTO Accident Facts).

- on a per mile basis, tractor-trailers are the safest vehicles on our roads.

- car drivers are responsible for most car/large truck accidents and related fatalities.

There are two sides to every story or complaint. The trucking industry

also maintains a "road patrol" and report discourteous truckers to their employers. Who do motorists and truckers report discourteous motorists to? Truck critics should check their own bad driving habits and facts before condemning truckers! Motorists should be made aware of how to share roads with trucks as mentioned in the OTS Spring '88 edition featuring "Living with trucks".

Many motorists are unaware that large trucks are prohibited from using the left lanes on Toronto area six-lane highways, (i.e. Hwy. 400, 401, 427, QEW, etc.) and repeatedly impede the center passing lane. Often cars obstruct the left and center passing lanes, which also causes tailgating, accidents, congestion and lane hopping. Highway signs stating "Slower Traffic Keep Right" are ignored.

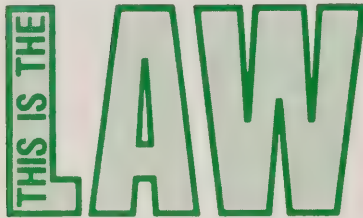
Car drivers also often speed up when trucks are passing and chang-

ing lanes, and often cars cut off trucks. Motorists should also consider that a truck has slower acceleration and longer braking distance than a car. Close attention should be made to truck turn signals. This includes allowing more room for truck turns and when they are backing into places.

When I'm driving a tractor-trailer or car, I encounter very little problems with truckers. Some narrow-minded individuals want more unfair restrictions and laws for truckers, but not for themselves. Safety and road courtesy is for all road users - truckers shouldn't be singled out. Trucks are essential, highly taxed and needed 24 hours a day to deliver goods to consumers and industry alike.

Don Bell
Mississauga, Ontario

Comments readers ?



Did you know that

Ontario has compulsory automobile insurance. A written declaration of insurance coverage must be presented before you can register a vehicle for use or renew a vehicle registration. Any owner of a motor vehicle who provides false evidence of insurance or makes a false statement with respect to insurance on an application form for a permit, is guilty of an offence. Upon conviction, the owner is liable to fines of \$500.00 to \$2,500.00, possible suspension of his/her driver's licence for up to one year, and possible im-

2.

pounding of the vehicle for up to three months.

All vehicles must be insured for a minimum third party liability insurance of \$200,000. This covers bodily injury, death and property damage. Collision insurance, to cover any damage to your vehicle in the event of an accident in which you are at fault, is advisable, but not compulsory.

All drivers - whether driving their own vehicle, or a vehicle owned by someone else - are required to carry the pink liability insurance card issued by insurers. A driver must surrender this card upon demand of a police officer. Failure to do so is an offence and carries a potential fine of up to \$200.00.

The Motor Vehicle Registration consists of licence plates and a vehicle permit.

LICENCE PLATES

Ontario is now on a plate-to-owner registration system. This means that the licence plates for your vehicle move with you, the vehicle owner, not the vehicle. When you sell or change vehicles you remove your plates and keep them for your next vehicle of the same type. If you don't intend to get another vehicle, you may hand your plates in to a ministry licence issuing office.

VEHICLE PERMIT

The description of the vehicle on the permit must match the vehicle itself. If the owner has the vehicle modified - change its colour etc. - application to the ministry for a new permit must be made within six days.

When the owner of a motor vehicle changes his/her name or address, notice of the change must also be

(Continued on page eight)

REARVIEW MIRROR

...LOOKING BACK AT AUTOMOTIVE
AND TRANSPORTATION HISTORY

Last issue we left you with this question.

Name the tire company which first introduced the tubeless tire?

Answer: **B.F. Goodrich**

B.F. Goodrich introduced the tubeless tire to the automotive world in 1948. It wasn't until 1954 that they became standard equipment on cars.

Other highlights from the past

1923 - Four wheel brakes were introduced.

1940 - The safety rim wheel was introduced. This kept the tire on the rim in the event of a blowout.

1955 - Safety door latches became standard equipment on most makes.

1969 - Front seat head restraints became standard on all makes.

1970 - Front seat shoulder belts were now standard.

1973 - Shock absorbing front bumpers were introduced.

SAFE DRIVING TIPS

If your thoughts are already turning to the warm weather ahead, one priority should be getting your car ready. A seasonal check of your car should help you avoid needless safety hazards and the annoying and expensive repairs that often result.

Make sure you check the following items.

- remove and replace the snow tires if you use them. Clean them up and inspect their condition before putting them away for next winter.

- check all tires for uneven tread wear. Perhaps it's time to rotate them. Also check for correct tire pressure in each.

- open the hood and examine the engine. Check the condition of all belts for cracks or looseness. Also survey all hoses for cracks and leaks, especially around the clamps. This includes the radiator and its connections.

- look for any leaks around or under the engine such as oil, brake, transmission or radiator fluid. Check the fluid levels for the brakes, transmission, oil and radiator. Top up if necessary.

- check the steering, brakes, suspension and muffler systems for any defects.

If you're in doubt, have a mechanic check and repair any items you may have questions about.

This is also a good time for a tune-up, oil and filter change. Your car has worked hard through the winter with changes in temperature and driving conditions.

Outside the vehicle, look for damage that might have gone unnoticed under winter salt and grime like loose or hanging trim, cracked or broken headlights/taillights and any burned out bulbs.

Remember to replace worn wiper blades if they smear and streak the windshield.

Finally, shake off the last remnants of winter by giving your car a good wash. Rinse under the car with a hose, including in the wheelwells and under the doors.

If you haven't paid attention to these areas over the winter, you'll find sand and salt can accumulate easily. This can contribute to corrosion.

For that extra touch, vacuum and clean out the interior of your car. Touch up any rust spots or stone chips. A wax job wouldn't hurt either.

These items relate more to the cosmetic side, but your car will thank you for it.

With seasonal checks like this one, you can take care of the little things now before they turn into expensive repair bills or inhibit the safe operation of your car.

Instruction

As motorcycle owners eagerly look forward to spring and summer, machines everywhere are roused from winter hibernation and spruced up for another season of two-wheeled freedom.

Spring is also the season many enter the world of motorcycling for the first time.

If you're one of those who has been bitten by the cycle bug, you should seriously consider a training course to learn the ABCs of motorcycle safety.

Doug Cowan, senior information officer with the Ministry of Transportation, says motorcycling can be exhilarating and fun. But it can also be dangerous, unless riding is taken seriously.

"Motorcycles have a reputation for danger, if they are not handled properly and safely, says Cowan. The motorcycle is a high risk vehicle for drivers, passengers and the insurance industry and the reason is clear, no protection. But with proper training, education and selection, the beginner motorcyclist will be better prepared for the road ahead."

Where to start? Well, the first thing to have is proper training. Motorcycle courses, administered by the Canada Safety Council, are offered at selected community colleges. Locations of motorcycle training programs are listed in all MTO Driver Licensing and Driver Examination Offices.

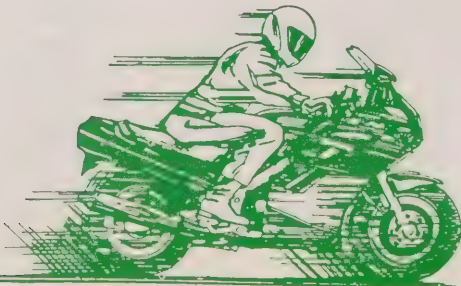
According to Cowan, these two-day weekend courses offer qualified training under the eyes of a trained instructor. To enter you must have a Class "R" Learner's Permit.

Classroom sessions teach you the essentials - like the rules of the road, defensive driving, adjusting to weather conditions, insurance and clothing.

Outside it's you and the machine. Here you are acquainted with the controls and their location, such as brakes, clutch, lights and ignition. Then it's on to balancing, starting and stopping.

"Stopping correctly is very important, says Cowan. Three quarters of a motorcycle's braking power is in the front brake. The co-ordination of both the hand and foot brakes is most important to stop safely."

The course also includes instruction on how to position your motorcycle in traffic (or blocking as it's called), how to make proper turns, lane changes, driving in wet conditions and most importantly accident avoidance. Upon completion, a road test for a Class "M" Driver's Licence is given.



Purchase

If you are going to purchase shopping is best. There's today's buyer.

"Decide what type of riding fits you, your budget, and is purchased his first motorcycle."

"Find a reputable dealer and part own and ride motorcycle and information to help you."

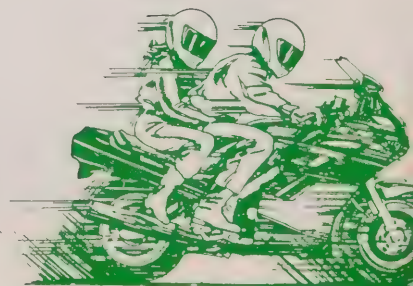
Ask about accessories, helmets remember a good That way it won't fall off in the approved. A one piece full

"Don't buy a used helmet,

Statistics

Most recent statistics show that in 1987. In that year, there were 120 drivers were killed and injured. About a third of the licensed to drive a motorcycle.

The major causes of motorcycle driving, not wearing a helmet error. Motorcycle accidents the daytime.



V

ycle and accessories, comparison
elction of machines available to

o do, then find the motorcycle that
ble to handle", says Cowan, who
1 and has been riding ever since.
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s.

ing and helmets. When trying
one that fits snugly, not loosely.
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net with a visor is recommended.
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e 138,797 motorcycles registered
t accidents involving motorcycles
red, 12 passengers killed and 798
le drivers fatally injured were not
time of the accident.

dents in 1987 were: drinking and
iving a proper licence and driver
en occurred on weekends and in

Safety Tips

It's a good practice to perform a regular check-up on your motorcycle before you take to the road. Like cars, they should be checked for mechanical safety. Most important are the brakes and tires.

If anything needs to be repaired or replaced, do it first. Once on the road, drive defensively.

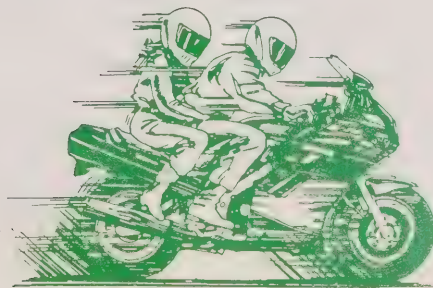
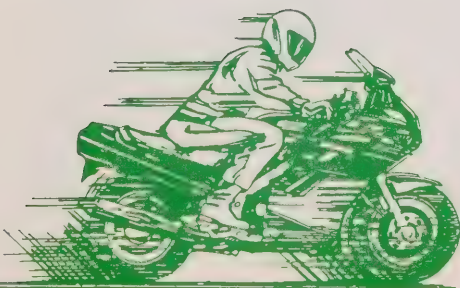
As Cowan points out, "Remember other vehicles are out there. Most car drivers are looking out for other cars or trucks. A motorcycle is smaller, difficult to see and unexpected at times."

Be visible to others in traffic. Motorcyclists should maintain a circle of safety around them. Plenty of space will give you time to react to trouble.

Driving in traffic can be complicated and you have to anticipate what may happen. Keep your eyes and mind working all the time to stay out of trouble, and Cowan suggests "If you're not feeling 100 per cent in the morning, don't get on the bike."

A comprehensive booklet, "The Motorcycle Drivers Manual" is available free of charge from any MTO Driver Examination Centre or Licence Issuing Office. It includes information on safe riding techniques and practices, Ontario's motorcycle laws, weather and road conditions, emergencies, maintenance and much more.

By Garry Williamson



Safe Trucking

On May 4, 1988 Larry Burkhart, President of Canadian Kenworth Company addressed the Canadian Fleet Maintenance Seminar. His address was titled "Your Bottom Line is Riding on Your Safety Record". The following article is a synopsis of that address.

"The general health of the Canadian trucking industry is just as important to the future and profitability of my company as it is to yours." Burkhart went on to say that companies must improve the safety record of their fleet, and by doing so, they can also increase productivity and reduce maintenance costs.

The trucking industry is measured by its safety record. Not only is its reputation at stake, but the risk of severe injury or death, and the possible destruction of equipment and cargo worth many thousands of dollars must be considered. A poor safety record can put a company out of business through higher insurance costs, higher deductibles, and increased workers' compensation premiums (now based on an individual employer's accident record, not on the industry average.) Each of these is reflected on the bottom line.

A poor safety record can put a company out of business through higher insurance costs, higher deductibles, and increased workers' compensation premiums...

Accidents cost money, some of which is not recoverable from the insurance company. They don't reimburse you for delays in delivery, lost production time, the cost of hiring and training replacement employees, or the loss of business if you let your customer down. You can't recover lost revenue from damaged equipment.

Driver Training

There is a critical shortage of experienced, professional drivers available and deregulation will make this even more acute. Any company that lowers its hiring standards, in this tight job market, is looking at a very shortsighted move. Driver selection, training and control are essential for long-term results and it is up to the trucking industry to improve the skill levels of drivers in order to solve its own problems.

Fleet safety programs justify themselves by the reduction in safety costs. Drivers must "be trained to have safe practices at the forefront of their thinking." It may cost time, money and effort to have a thorough training program, but management can expect to reap rich rewards from implementing and maintaining such a program. Rewards can come from a reduced number of, or a complete elimination of accidents, or from a driver who *knows* and *acts* on the mechanical limitations of his vehicle and his own physical limitations.

Training programs can also work to reduce supervisory burden. Trained

sure is increasing on maintenance departments to get the work done on time, but now there's less time because business is good. But, you can't cut corners. A study by Transport Canada found that one out of five truck accidents was caused by mechanical failure and



from provincial records, about 25 per cent of inspected vehicles are removed from active service for problems such as faulty brakes or tires.

Safety Code Revisions

One of the most controversial areas covered in the new standards is the stricter guidelines for hours of service. Driver control must be monitored closely to ensure these guidelines are met. "A tired driver is a dangerous driver" and driver fatigue is a major cause of accidents. In a U.S. study of 231 heavy-truck accidents, 59 per cent listed fatigue as either a primary or contributory cause.

Product Safety

It is important that manufacturers perform vigorous and repeated tests on the vehicles to be certain

Preventive Maintenance

A company can't operate on a breakdown maintenance system. The pres-

y Costs less

their quality and safety meet high standards before the customer sees the vehicle. "In doing so, critical areas such as frame strength and racking, stopping distance, and window defrosting can be closely examined" and failures detected early.

Competition among manufactur-



ers is intense and will become even more so in the future. A manufacturer who wants to stay in business will have to concentrate on building well-engineered trucks and be

A tired driver is a dangerous driver and driver fatigue is a major cause of accidents.

concerned with safety, driver environment, and reducing maintenance costs.

Future Trucks

The trucks of the future will be very aerodynamic-looking, have smaller radiators, the fuel tanks will not be visible, mirrors will be tucked away, wind resistant items hidden, and the exhaust will be horizontal. The transmission will probably shift by itself and the truck will be quiet inside and out. The driver may be able to watch traffic behind him/her on a TV monitor. Routing information will come from an on-board computer linked with satellite navigational aids. The electrical systems will be fibre optic. Brakes will be controlled by a computer, and there will proba-

bly be some device to measure the stopping distance to the vehicle ahead, but will either sound a warning or even slow the vehicle down if necessary.

The vehicle of the future will be as maintenance-free as possible, and will also last longer.

Conclusion

The safety reputation of the trucking industry affects everyone in the industry. Safety is an important element of all industry activities. One of the most expensive and damaging costs created by truck accidents is their negative impact on the image of the trucking industry. Everyone in the industry needs to work together to make safety a top priority. "Our mutual well-being is at stake."

SAFETY BRIEFS AROUND THE WORLD



JAPAN - Since 1970, vehicle ownership in Japan has increased, but the number of people killed in traffic accidents has plummeted.

In 1984, 12,596 people were killed compared to 21,535 in 1979 - a 42 per cent drop. During the same time period, vehicle registrations rose from 18.6 million in 1970 to 46.4 million in 1984 - an increase of 148 per cent.

The combination of driver education, traffic engineering, better cars and effective law enforcement have had a significant impact.

BRITAIN - An army of mostly unemployed people are transforming abandoned railway lines in Britain into new "soft" networks of pedestrian and cycle paths. Work is now underway on a 20-mile route which will run through the Liverpool metropolitan area. It is estimated that more than 12,000 children live in the immediate vicinity of the projected foot and bike path which they and their elders will now be able to

use without coming into conflict with motorists.

CANADA - Bad drivers in Manitoba will be forced to take special courses at their own expense or lose their licences under a three-year experimental program. About 1,000 drivers a year are expected to take the eight - to - 12 - hour courses at a cost of up to \$80. They will operate like group therapy sessions during which drivers with bad attitudes discuss their problems.

Coming Events

The New Mandatory Air Brake Endorsement Course (and Instructor course)

are now being offered at Sheridan College. Courses starting monthly. Contact Ron McCrae, (416) 749-5367 at the Centre for Driver and Trainer Development.

April 10- June 28, 1989

Sheridan College Driving Instructor Course, 12 weeks part-time. Contact: Ron McCrae, (416) 749-5367.

April 17 - May 18, 1989

Sheridan College Driving Instructor Course, five weeks full-time. Contact: Ron McCrae, (416) 749-5367.

May 26 -27, 1989

Annual conference of the Driving School Association of Ontario Inc. Wharton Renaissance Hotel, 2035 Kennedy Rd. Scarborough. Contact: Fred or Gera Gutenberg (Abbey Lane Driver Training) (416) 820-7737.

June 1 - June 16, 1989

Sheridan College Advanced Driving Instructor Course, three weeks part-time. Contact: Ron McCrae, (416) 749-5367.

July 4 - 28, 1989

Teacher Preparation Course in Driver Education York University Contact: Anna Cavaliere, (416) 736-5025, ext. 2502.

July 5 - 12, 1989

Sheridan College Advanced Driving Instructor Course, one week full-time. Contact: Ron McCrae, (416) 749-5367.

July 13 - Sept. 15, 1989

Sheridan college Classroom Teacher Preparation Course, ten weeks part-time. Contact: Ron McCrae, (416) 749-5367.

July 26, 1989

Sheridan college Driving Instructor Workshop. Open to all licensed instructors. Tax planning seminar, teaching concerns and dialogue session. The latest info update, three hours.

Cost: **FREE**

Contact: Ron McCrae, (416) 749-5367.

Continued from page one

ledge groups. Each question is accompanied by four alternative answers, only one of which is correct. A full colour illustrative video sequence of approximately five to 10 seconds in duration accompanies each question.

The system, developed by the Ontario Ministry of Transportation and Technovision Inc. of Mississauga, is available in 12 different languages with the capability to transfer from an applicants' chosen language back to English throughout the test.

Queen's Park will have 26 of the terminals, including one that is accessible to physically disabled applicants. Kingston's Licence Issuing Office will receive three, and one (a control monitor) will be based at MTO's head office in Downsview.

Continued from page two

forwarded to the ministry within six days. (H.T.A. 9(2)) This can be done by registered letter or in person. A change of information form is available from all Ministry of Transportation Licence Issuing Offices. The driver's licence or vehicle permit "change of information" stub can also be used to notify the ministry.

ontario traffic safety

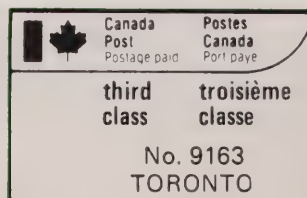
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Ed Fulton, Minister

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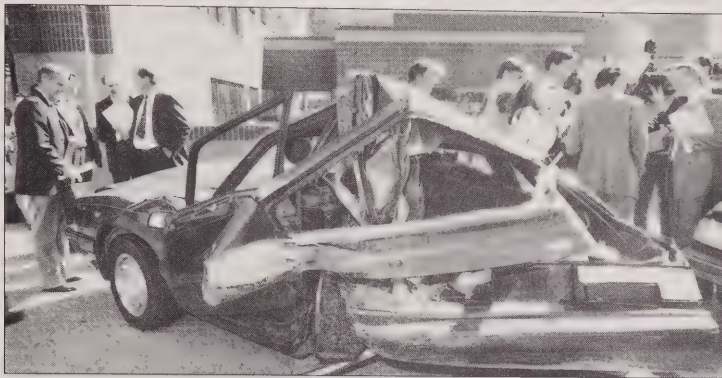
ontario traffic safety



Ministry
of
Transportation



Fall/Winter 1989



This car wreck was on display at MTO's Downsview complex for the release of the government's package of reforms to bring affordable auto insurance to Ontario.

Accident prevention initiatives included in Ontario Motorist Protection Plan

Ontario Transportation Minister William Wrye has announced several accident prevention initiatives which are part of the Ontario Motorist Protection Plan.

The announcement coincided with the release of the government's package of reforms to bring affordable auto insurance to Ontario.

"The cost of auto insurance is being driven up by a number of factors, including accident occurrence," Wrye said. "It is obvious that a reduction in the number and severity of accidents will have a positive effect on premiums."

Consequently, Wrye said, MTO plans to intensify its ongoing accident prevention program on several fronts: campaigns to increase the use of seat belts and daytime running lights; consideration of licence restrictions on new drivers; better identification and treatment of high-risk drivers, including mandatory treatment of repeat drinking-driving offenders; increased

funding for highway median barriers and paved shoulders; and improved freeway traffic management.

These initiatives will be complemented by promotion of the National Safety Code for trucks and establishment of workplace education programs on traffic safety.

Wrye provided the following details of the safety initiatives being undertaken by his Ministry:

* "Excessive speed is a major factor in accidents causing fatalities, severe injuries and extensive property damage," Wrye said. "Therefore, I propose to more than double speeding fines." Fines for other traffic offences will also be raised, giving clear notice that bad driving habits will be costly for the offender — as well as being hazardous and illegal.

(Continued on page 12)

Personalized licence plates for Christmas gifts

If you're planning to give personalized licence plates for Christmas gifts, but missed the Oct. 26 deadline, MTO will once again have money envelopes available to put under the tree.

The envelopes are free and available at all issuing offices across the province. Put under the tree in lieu of the actual plates, recipients can take their money gift to their local issuing office and choose what they want on their plates.

Since their introduction in July '83, personalized plates have become popular Christmas gifts at \$100 a set. In the past, the number of orders soared from 60 to approximately 150 a day by late October.

Personalized plates may have from two to six characters arranged in any combination of letters, or numerals and letters with a minimum of two numbers except those combinations used on regular plates.

Please allow a minimum of eight weeks for delivery.



Letters to the Editor

This letter is to bring to your attention, and to the drivers of the greater Toronto and Oshawa areas, something that is apparently becoming a major urban driving problem.

Intersection accidents seem to have been escalating within the past six months.

The reason appears to be due to the method for changing lights at controlled intersections. The red light in one direction comes on before the green light comes on for the adjacent traffic direction. The delayed change.

The amber light, warning that the red light is imminent, is now having the effect of telling drivers that they still have time to 'race' through, since the green light from the adjacent direction will be delayed.

At first this delay seemed to allow a safety margin of time to allow drivers to clear the intersection, but now the 'race' for the amber light is causing drivers to continue through on the amber and also on the red light.

There have been up to four cars, attempting a left turn at controlled intersections, to proceed through on the red light, two of them while the light was green for the adjacent traffic. At least one car can be observed, at every controlled intersection, continuing through on a red light. They are not just attempting to clear the intersection. It is a result of impatient driving habits and knowing there is a built-in 'margin of safety'. But the margin is steadily decreasing.

I have received 'signs of impatience' via my rear view mirror, from drivers who thought I should have 'screamed' on through the amber light when I chose to stop.

The reason there are more accidents: Amber and red used to trigger STOP in your mind before you even had a chance to think about it. It was automatic. Now, with the delay, amber and red trigger GO. Hence Go on green, Go on amber and Go on RED.

My suggestion is a campaign to firstly eliminate the delay. Station

Police at the intersection issuing warnings for a reasonable length of time till drivers are familiar with the change back. Then, charge drivers for failing to stop at a controlled intersection for a red light. After all, it is against the law.

A major campaign must be launched immediately or this situation will only continue to get worse. Insurance repair costs and rates will continue to escalate and there will be a greater number of deaths and injuries in the city.

Robert E. Simpson
A concerned driver

It is a sad reflection on the attitude of today's drivers, public and law enforcement that ignore more and more of the basic rules of the road. The general public considers these as just suggestions, when they are laid down by the law.

This article (Safe Driving Tips, Summer 1989) mentions, sort of as an after-thought, to signal when making a two-way left turn, and on top of it, after the fact.

It is vital to the smooth flow of traffic, for every driver to know the others actions beforehand.

Before a driver makes any move, turns or lane changing - even prior to touching his brake pedal - he must signal first.

Signalling is not an arbitrary rule, it is the law! See OTS Nov/Dec. 1981.

Also too many brake light switches are badly adjusted and give too late a warning to following traffic, creating dangerous shock-waves.

If stronger enforcement of all the rules would be there, which is lacking considerably these days, accident-free traffic could move at supersonic speed.

L. Knish
Campellford, Ontario

There's good and bad on both sides. A small amount of truckers are

discourteous, but there is no reason to condemn all truckers.

Drivers of large trucks pay an average of \$6,000 annually for road usage. Cars are not entitled to a monopoly on roads. Others have rights too. Truck bans on roads are discriminatory, unfair and costly to truckers and the economy.

The Ontario Truck Safety Commission has also noted that an OPP investigation of truck speeding found that 86 per cent of trucks did not speed, while only 49 per cent of motorists didn't speed. They also noted that hundreds of speeding cars pass unnoticed, but attention is drawn to passing trucks because of their size.

There are approximately 750,000 speeding convictions awarded annually to Ontario motorists, but only 3,560 to drivers of tractor trailers. Speeding has increased by all, but the undisputable fact remains that a higher percentage of motorists speed and 'follow too closely' than trucks. It is absurd for people to blame truck drivers for all our congestion and other traffic problems - all vehicles contribute.

I'm a motorist too. I've never suggested a car ban. Jobs, cars, people and business cannot exist without the all important truck, who rightfully belongs on our roads.

Fatigue and long hours can affect all people in all vehicles. I agree with truck improvement, including reduced splash/spray, lower front/rear bumpers, etc. The issue is safety for all - truck drivers shouldn't be singled out or made scapegoats.

Don Bell
Mississauga

Correction

RE: Increased driver and vehicle fees. Passenger plate validation stickers for Northern Ontario are \$33 from \$27.

SAFE DRIVING TIPS

Driving in autumn requires special precautions. You need to adjust your driving habits to changing conditions.

The days are shorter, which means more driving in the dark. And driving after dark is more hazardous, since there's less visibility. Even during the day there can be decreased visibility. Smoke and haze hang in the air. In some areas, people may burn leaves. You might see patches of wispy fog. And there's often more rain than usual.

When you consider all these visibility problems, daytime running lights (low beams or other running lights), make sense. While they don't do much for your vision, they certainly let other drivers see you. You're also prepared, no matter what the weather or light conditions - rain, fog, overcast, dusk. Daytime running lights will be a feature on all 1990 motor vehicles.

You can reduce your driving risks further by following a few simple rules.

Night driving

Check headlights, taillights and directional signals before starting out at night.

Clean headlights and windshield. You'll be more likely to avoid an accident if you can see better.

Check to see if headlights are properly aimed - for your effort and for other drivers.

Give your eyes time to adjust to darkness. After you leave a lighted building, wait a few minutes before driving.

Don't drink and drive. Alcohol slows recovery of vision from effects of glare.

Don't wear sunglasses at night. They are not designed for reducing headlight glare.

Don't smoke. Nicotine and carbon

monoxide can reduce your vision when it's dark. It also puts a film on your windows.

Keep your headlights on low beam when other drivers are around.

Reduce your speed. Since you can't see as well, you won't have as much time to stop as you would in daylight.

Increase your following distance at night.

Never stop on any roadway unless it's an emergency. Other drivers can't tell if your car is moving or not until it's too late.

Take curves slower at night. Headlights pointing straight ahead will shine off the road, further decreasing your view of the road ahead.

Driving in fog

Slow down gradually. If you slow down too fast, a vehicle behind you may not stop in time. But if you don't slow down at all, you may hit the driver in front of you.

Don't turn on your high beams. They will cause a glare.

Run the windshield wipers and washer.

Turn on the defroster and fan. It may help to roll the side window down part way. Then you can hear road noises including other cars.

Try to pick up and follow the right edge of the road for guidance.

Avoid hunching forward to see better. You'll see more if you sit normally.

Be alert for cars that may have pulled off on to the shoulder.

Passing other vehicles in the fog is dangerous. Slow down if someone tries to pass you.

If you can't see at all, pull off the road. Leave your parking lights on, start your flashers, and sound your horn from time to time.

If your vehicle stalls and you can't get it off the road, carefully place warning flares several hundred feet back from

the car. Turn on the four-way flashers and leave on the regular lights.

Driving in rain

Reduce speed and allow extra following distance. This is true even for light showers. The water can lift accumulated oil from the pavement and cause intermittent "slicks". And roads can be just as slick in light rain as in heavy rain.

Keep your defroster running. It will help you keep the inside of your windshield free of moisture.

Remember that rain-storm visibility is very poor through your windshield and almost zero on sides and to the rear.

Be aware, also, that what you see in the rear view mirror may be distorted by rain on the window.

Be careful when passing.

Beware of wet leaves. They can be as slippery as ice. Slow down before you get to the leaf-covered spot.

Watch for pedestrians. If they're dodging puddles or huddling under umbrellas, they may not see you.

Try to avoid driving through large puddles of water. If you must drive through, place your left foot lightly on the brake pedal while you're pressing your right foot on the accelerator. This helps keep water from the brake linings.

Check your wipers frequently to be sure they're in good shape. And make sure the washer fluid is full.

Even after a heavy rain has stopped, be on the alert for poorly drained streets and highways that may be covered with water too deep for safety at normal speeds.

-The Ontario Safety League

RAILWAY CROSSING A

The headlines are attention grabbers. Unfortunately, the tragic stories quickly fade away. Each one is a sudden and needless loss of life at provincial highway-railway crossings.

In 1988, there were 170 rail-crossing accidents in Ontario, involving a motor vehicle and a train. Eighteen people were killed and 104 were injured. By mid-September of this year, the toll had climbed to 23 people dead and 51 injured.

This increase, MTO figures show, is due to a number of accidents in July involving multiple fatalities.

Yet despite this jump, there has been a reduction of death and injury over the long term. For example, in 1980, 17 people died in 228 accidents and 93 were injured. In 1984, this total dropped to 204, with 14 deaths and 61 injuries. This reduction has come about through an ongoing program by the railway companies and government to eliminate or upgrade highway-railway crossings with additional warning devices, and through public education.

However, the nagging questions still remain. Why do these type of accidents occur? For the most part, it's speculation. What really happened inside those vehicles moments prior to collision? Was the driver distracted? Was it a case of ignoring the signals or trying to beat the train across the tracks?

A large majority of fatalities do not occur at uncontrolled railway crossings. Many accidents take place at crossings with the best safety devices - like flashing lights, ringing bells and wooden barriers - available.

The following is a list of common sense guidelines to follow when approaching any railway crossing, whether controlled or uncontrolled.

- Keep in mind that there are two types of crossings. Controlled and uncontrolled. Controlled highway-railway crossings have flashing signal lights to warn motorists of an approaching train. Some of these also have gates or barriers. Uncontrolled crossings do not have flashing lights or barriers. All highway-railway



***"In an encour
the motorist a***

HEAD - DRIVE WITH CARE



***r with a train,
ays loses."***

crossings are marked by a large "X" sign. Watch for this and be prepared to stop.

- If there is a flashing signal light and/or a crossing barrier, stop no closer than five metres away. Do not proceed until the train has cleared, the signals have stopped flashing and the barrier is raised. Even if the train appears to be a good distance away don't attempt to cross the tracks or go around the barriers.

- At an uncontrolled crossing, without lights, bells and barriers, slow down and look in both directions and listen carefully. This may require turning off the radio and rolling down the window. The best rule of thumb is "if in doubt don't". If you're not sure of your safety, don't attempt to cross the tracks.

- If there are several cars crossing in front of you don't go until the car in front is well past the tracks.

- If there is more than one set of tracks, wait until the passing train is well down the tracks. This way you can make sure that another train isn't coming from the opposite direction.

What happens if your car stalls on the tracks? You only have seconds to make the right decision. Get out and away from your vehicle and the tracks immediately.

Also keep in mind that trucks carrying dangerous cargo and buses are legally required to stop at some crossings whether or not there is a train coming. If you are behind one of these vehicles be prepared to stop. Reliable as they are, never depend completely on the mechanical safety devices at railway crossings. Use your eyes and ears.

In an encounter with a train, the motorist always loses.

By Garry Williamson

Going it Alone

By Carol Risebrough

Winner of the 1989

Young Drivers of Canada/Goodyear Writing Contest

Eric bounded down the stairs in a pair of faded Levi's and a kelly green sweatshirt. He snatched his windbreaker from the newel post, calling to his parents over his shoulder.

"Bye Mom. Bye Dad. I won't be too late." As he reached for the front door, his mother called a halt.

"Just a minute, Eric." She came out of the kitchen looking youthful in her light blue track suit. "Rick just called while you were upstairs and said that Shawn is meeting you there." As she stood facing him with a knowing yet slightly warning smile on her lips, Eric could not read her thoughts.

"Okay Mom. Thanks," he said, trying to appear perfectly innocent but feeling a little guilty about hiding his plans from her. He slipped his hands in his pockets and rocked up on his toes, grinning. "Am I free to leave?" he questioned, unsure of why he felt glued to the spot.

"I think so," she said and quickly added in a pleasantly assertive voice *"but, don't get carried away. I have a suspicion that those guys have an adverse effect of your sensibility."*

"Enough said Mom. I promised that wouldn't happen again." Eric did not want this to turn into a fight so he gave her a kiss on the cheek and turned for the door.

"Have a good time." Eric's mother leaned against the door jam and crossed her arms over her chest. Boys are such a worry, she thought; even the ones you trust. She sighed and went back to the dishes.

Eric walked with long even strides over to Rick's house. He was in a good mood and was looking forward to being out with the guys—just the guys. They had been on the football team together, gone camping together, they had even built a private clubhouse once to hold their secret boys club meeting—back when they

were young and foolish. They had been friends forever, it seemed—and would be forever—it seemed.

Rick's garage door was open. From the sidewalk, Eric could see Rick transferring beer from the old fridge to a red cooler. Mando was sitting on a stack of milk crates sucking back a beer and Evans held one in his hand while he stood inspecting Rick's new racing bike.

"Hey Swifty," Mando bellowed. "Bout time ya got here." He jumped up from his crates with a bottle in his hand and pretended it was a basketball, decking Eric and pump-faking once before he tossed it to Eric.

"And it's a three pointer," he exclaimed and ran down the driveway with his arms raised, making the cheering sound of a crowd.

Eric laughed and boxed his shoulder when Mando came to stand beside him. "Thanks for shaking it up for me," Eric said sarcastically.

"Nothin' but the best for you, Swifty." He gave Eric a strong clap on the back. *"Nothin' but the best for my old pal." Eric could tell by the glint in his eye that Mando was aiming to wreak havoc and he anticipated trouble before the night was through.*

The thing about Mando was that he was so full of ideas. He had a rakish creativity about him. He could be very persuasive in dragging his friends into even his most stupid stunts. Eric had often thought Mando would make a good politician.

Shawn pulled up in the Buick. Eric appreciated the long, classy lines of the car. The guys always used Shawn's car when they went touring because it had speed. Driving fast with the stereo blaring gave Eric a satisfying mixture of independence, power and controlled recklessness.

Shawn looked his usual cool self, if not a little withdrawn. He flicked Rick a twenty dollar bill for the beer he had bought.

"I thought you were driving," Eric said casually. Shawn snarled at him, "Relax, Swifty. I think I can still control myself after one brew." Shawn stood slightly slouched and gave the cap a violent twist, shutting one eye against the spray. The bottle hissed and Shawn hunched to slurp the foam that bubbled up.

Eric let it drop. He had the right to have one, Eric thought, since he would be driving the rest of the night. Eric watched to discern Shawn's mood. Shawn guzzled his beer without making a comment to anyone. He was motionless except when he took a drink but his eyes darted wildly as if to make up for the stillness of his body.

He finished his bottle and chucked it into the garbage bag. Rick began to protest that he didn't want anything laying around when his parents got home but Shawn cut him off in mid-sentence. "Let's go boys." Rick raised an eyebrow in Eric's direction and heaved the cooler up, walking heavily to the car. Eric felt a twinge of something inside him. Unexplainably, he wanted to back out. He needed to escape from his friends but he could not rationalize his feeling so he climbed in, not wanting to look like a fool in front of his friends.

Shawn swung the Buick out of the driveway and through the suburb toward the open highway. Rick, in the front seat, slid a tape into the deck and seconds later the Rolling Stones erupted into the interior of the car. *Mando shoved a beer into Eric's ribcage and passed one to Rick.* Eric could feel the power of the car beneath him and saw the black outlines of trees snapping in and out of his field of vision.

"Where's mine?" Shawn raised his voice over the hard edge of the music. Rick pretended he didn't hear him and continued beating the dashboard like a drum set.

Shawn hit the volume button so that the unfinished song died before its time. "I said, where's mine." It came like a command in a deliberate tone from a set jaw.

"You're drivin' man. You don't get one." Mando laughed gleefully and sank into his seat, taking a languid swallow of beer to taunt Shawn kid-

dingly. Shawn pulled over flicking gravel up against the bottom of the car. "Then we're not going anywhere," he declared, decisively thrusting the car into park. A heavy silence weighted down the car and its passengers. Eric searched his mind for a way to break the tension but he knew Shawn better than to try to jolly him out of his mood. He remembered the last time he had made that mistake and the thanks he had received for his trouble. A few seconds magnified into seeming hours; the silence became a noise that rang in Eric's ears. He could not concentrate and he felt absorbed in a subtle unreality. He kept thinking that he was somewhere else, but with the same guys, in a different situation and atmosphere. He resented Shawn for acting like this. A friend shouldn't do this, Eric pleaded silently. This friend is not going to do this to me, Eric decided but simultaneously recoiled from the idea of one beer standing between them. I could drive, Eric resolved. The thick silence resisted words, for Eric almost choked on his suggestion.

"If you want, I'll drive." I don't care about drinking that much he furtively added in his mind.

"Forget it, Eric." Shawn twisted in his seat and glared at Eric. "This is my car and I said we were going to do this." He waited and an exasperated frown distorted his features. "What's the matter with you guys anyway?" He waited. "It's not such a big deal." No answer. "As if I'm going to get us all killed." He huffed a short laugh. "Give me credit for some brains." He looked straight ahead knowing he had made them feel guilty.

"Ah, come on, ya guys," Mando chuckled nervously. "He's not drunk or

nothin." He scooped a beer out of the cooler, lodged behind the bucket seat, and shook the icy drips from it. "We'll be there in a little bit, then who cares?"

"Yeah, I guess its okay," Rick muttered, his eyes on the floor.

Eric couldn't stop himself any longer. His inner voice screamed at him. He grabbed the handle of the door and gave it a shove with his shoulder. Quickly getting out of the car, he slammed the door and started with fast jaunty steps down the road.

"Eric!" He did not turn. "Eric, ah come on man," Mando called in a desperate and frustrated voice. At that point, Eric did not care whose feelings he hurt. He felt a poison creeping around him, closing in on his body and ready to penetrate his skin, infiltrate his blood and sicken his brain.

"Hey Swiftly, glad to see you care more about yourself than your friends." There was no anger in Shawn's voice but the words were sharper than a blade. They sliced through the air and cut Eric's confusion to the quick. A madman took over Eric's body and he raced back to the poison to eliminate it.

"I am not wrong!" Standing before calm Shawn, Eric shook with rage. "You're not going to tell me I'm something I'm not. You think you know it all. But you know what Shawn," Eric raised a shaking fist to Shawn's face, "you don't know anything because you are so busy living on the edge, you can't even see that you're falling off." The seriousness of the situation struck Eric, realizing that Shawn did not care, and he hurled his bottle to the pavement spraying shards of glass. "And you're trying to take us with you."

The trust was smashed, the memories and the bond dissolved in the accusation. Eric turned on his heel and half walked, half ran back toward town. He heard spin-

ning gravel behind him. He never looked back.

He felt wild. Angry energy surged inside him and he poured into the air his frustration, his rejection, his disappointment. Why hadn't Rick or Evans helped him out? His anger eventually subsided into a dull soreness. With his head bent, he slowed his steps and kicked at the loose gravel. He was drained. Too confused by then, he gave up thinking, his mind being content to drift. Fatigue overcame him and he caught a ride the rest of the way into town.

Quietly, Eric stepped into the hush of his sleeping home. He was so glad to be home. He padded up to his room on the plush carpet, still feeling the gravel pressing on his soles. Opening the door of his room, he was reassured by a stability that was not present in his mind. Something was still bothering him. Eric was lonely and needed to be told that he had done the right thing. His older brother was away at school and could not give Eric what he needed. Talking to his parents was not an alternative for Eric knew he was just as guilty as anyone. No one had forced him to go.

Guess I'm going this one alone, Eric realized. No one was going to help him believe in himself. Independence from his friends was a strange step for Eric, an uncomfortable step because part of him felt that he had deserted them. Normally, Eric had no conscience about letting people do what they wanted. "Live and let live" had always been his policy. Not anymore. He did not want to live and let die.



WINTER ROAD INFORMATION

During the winter months, MTO's Road Information Service offers up-to-date information on provincial and secondary highway conditions 24 hours a day, seven days a week.

Bancroft	(613) 332-3621	Orillia	(705) 835-3014
Barrie	(705) 835-3014	Ottawa (Eng.)	(613) 745-7040
Belleville	(613) 962-3451	Ottawa (Fr.)	(613) 745-4166
Brockville	(613) 345-3560	Owen Sound	(519) 376-9683
Burlington	(416) 639-2427	Pembroke	(613) 735-4186
Chatham	(519) 354-7504	Peterborough	(705) 277-3333
Cochrane	(705) 272-5775	Port Hope	(416) 885-6351
Cornwall	(613) 933-4012	Preston	(519) 743-2621
Hamilton	(416) 639-2427	St. Catharines	(416) 682-6641
Huntsville	(705) 789-4483	Sarnia	(519) 542-7718
Kenora	(807) 548-5910	Sault Ste. Marie	(705) 256-6255
Kingston	(613) 544-2523	Stratford	(519) 271-8321
Kitchener	(519) 743-2621	Sudbury	(705) 522-0388
Lindsay	(705) 277-3333	Thorold	(416) 682-6641
London	(519) 681-2047	Thunder Bay	(807) 473-2100
Midland	(705) 835-3014	Toronto (Eng.)	(416) 235-1110
New Liskeard	(705) 647-8104	Toronto (Fr.)	(416) 235-3941
Niagara Falls	(416) 682-6641	Trenton	(613) 962-3451
North Bay	(705) 474-0044	Waterloo	(519) 743-2621
		Windsor	(519) 253-3536

TOLL FREE NUMBERS

In area codes 416... call 1-800-268-1376

or 268-1387

519... call 1-800-265-5407

613... call 1-800-267-0284

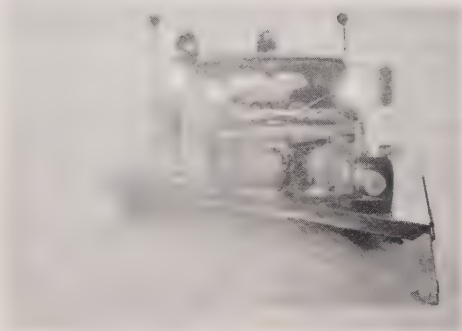
267-0285

705... call 1-800-461-9526

461-9523

807... call 1-800-465-5032

465-5033



THIS IS THE LAW

Did you know that

The requirements of the Canada Motor Vehicle Safety Act and Regulation apply to passenger cars; motorcycles; trucks and buses; snowmobiles and snowmobile cutters; trailers and trailer converter dollies; chassis-cabs; and multi-purpose passenger vehicles which include minibuses, motorized campers and utility vehicles.

Vehicles produced for original retail sale outside Canada do not meet Canadian importation requirements. Except as provided under the Free Trade Agreement, a vehicle which was not specifically manufactured to meet Canadian Motor Vehicle Safety Standards and which does not bear a Statement of Compliance Label stating that it meets all applicable Standards is not eligible for importation into Canada.

Under the Free Trade Agreement, vehicles eight years old or older in 1989 and six years old or older in 1990 will be allowed into Canada provided they have been certified by their original manufacturer to comply with United States safety and emissions standards and bear a

Statement of Compliance label, have a speedometer that is calibrated to display vehicle speed in kilometres per hour and have a bilingual unleaded fuel label affixed next to the fuel filler cap.

The Motor Vehicle Safety Act requires that all vehicles imported into Canada comply with the Canadian Motor Vehicle Safety Standards in effect on the date the vehicle was manufactured. The only exceptions are:

(1) Vehicles, other than buses, manufactured more than fifteen years before their date of importation.

(2) A vehicle to be used by a company for exhibition, demonstration or similar purposes only.

(3) A vehicle to be used temporarily in Canada by a visitor or tourist.

(4) A vehicle in transit through Canada to another.

It is advisable before purchasing a vehicle for importation into Canada to contact the manufacturer to ensure that it complies with Canadian or United States safety and emission standards. A vehicle manufactured for the Canadian or United States market will bear a Statement of Compliance label which states that the vehicle conforms to all applicable Federal Motor Vehicle Safety Standards in effect on the date of its manufacture. It should be noted that it is the responsibility of the person importing a vehicle into Canada to obtain and complete Parts 1, 2 and 3 of a Declaration of Safety Compliance (available at all Customs ports). Failure

to do this may be considered a violation of the Motor Vehicle Safety Act.

Should a vehicle not bear the Statement of Compliance label, then the only legal means of having the vehicle modified and certified so as to meet the applicable Federal Motor Vehicle Safety Standards is to approach the original vehicle manufacturer to determine if he/she is able to modify and certify the vehicle. If the manufacturer is unable to modify and certify the vehicle then that vehicle is not eligible for importation into Canada.

Please be advised that dealers, garages, mechanics or compliance companies (federalizers) are not authorized under the Canada Motor Vehicle Safety Act to certify vehicles to compliance with the Canadian Federal Motor Vehicle Safety Standards. A non-complying vehicle that is shipped to Canada will not be allowed entry, and will have to be exported.

If you require further information on vehicle importation into Canada, you may write to:

Transport Canada
Vehicle Importation,
13th Floor, Canada Building,
344 Slater Street,
Ottawa, Ontario
K1A 0N5
Phone number: (613) 998-2508

SAFETY BRIEFS AROUND THE WORLD



Watch out for eagles

The Utah Department of Transportation, working in cooperation with the Utah Division of Wildlife Resources, has installed signs to warn motorists about eagles feeding on Interstate 70 between Green River and Salina.

This section of the Interstate highway is desolate. It also has one of the densest population of nesting eagles in the West. Over the past year, approximately 25 golden eagles were killed after being hit by vehicles travelling on the Interstate 70.

These birds, which are protected by law, feed on the carcasses of other animals which have been killed by passing drivers. In an effort to warn motorists of the possible hazard and protect both motorists and eagles, warning signs were developed that say "Eagles On Highway".

According to UDOT, these are the first eagle warning signs ever developed in the country.

Disabilities Bill Passed By Senate

A bill to ban discrimination against the handicapped, in jobs, accommodations and in transportation, passed

the Senate in Sept. by a vote of 76 to eight.

The bill, S. 933, is expected to have far-reaching consequences for public transportation providers, since it would require all new buses purchased by public systems to be equipped with wheelchair lifts. Private bus systems would be permitted up to six years to comply with the purchasing requirements for new buses, although smaller systems would be permitted seven years to comply. Subways and other transit stations would have to be made accessible within 20 years.

One Click Could Save Yo

October was pronounced Seat Belt Awareness Month at a recent news conference held by the Ministry of Transportation and the police forces of Ontario.

Representatives from the Ministries of Transportation, Health and the Solicitor General, as well as the police were present to support the goal of increasing seat belt usage province-wide.

During October, the Ministry of Transportation and the police forces of Ontario worked together to put a sharp new focus on seat belt legislation and enforcement.

Motorists who were stopped by the police and were not wearing seat belts were issued handout cards entitled, "The \$53 Safety Check," which illustrates the proper use of seat belts. The standard fine for unbelted drivers and passengers is \$53.75, but can be as high as \$200.

Although Ontario was the first to legislate seat belts, it now trails in eighth place among the provinces with a 70 per cent usage rate. Yet, research indicates that the risk of serious injury or death is reduced by 40 to 50 per cent through the correct use of a seat belt.

"Seat belts save lives - it's that simple," says Barbara Bisgrove of the Safety Coordination Office at the Ministry of Transportation. Both the Ministry and the police receive daily reports on tragic and often fatal traffic accidents, many of which could have been less severe if seat belts had been worn.

"The new emphasis the police have on the enforcement of seat belt legislation coincides with the Ministry's increasing concern with the number of deaths and debilitating injuries which occur because drivers and passengers do not choose to wear their seat belts," said Bisgrove.

It is widely accepted that seat belts, worn correctly, save lives and help to prevent injuries. "For this reason, we felt we had to examine the fact that

be thrown from a vehicle in case it explodes or rolls over."

Some reasons are often a reflection of attitudes and beliefs than of any conscious logic. "Sometimes I'm just not in the mood", "I need to feel free" or "I'm only going a short distance so I don't need it now" are common responses by non-users.

The choice to wear a seat belt can also be based on circumstances. The selective seat belt user may choose to buckle up, for instance, when travelling longer distance on highways at higher speeds.

The passenger environment in the vehicle can also have an effect on the random user: "The seat belt doesn't go with my image around my friends" or I can't hear the conversation in the front if I've got the belt on."

With these excuses and many others in mind, MTO and the police developed a multi-faceted program which aims to eliminate any rationale for travelling in a

vehicle unprotected by a seat belt. Thus, a major part of the program is its public education component which attempts to dispel the many myths surrounding seat belt safety and hence, to correct the misperceptions or misinformation which lead people to make the wrong choice.

"All too often we speak of traffic collisions," says Bisgrove, "and not of human collisions."

"What many motorists forget - or simply don't realize - is that during a crash the unbelted driver or passenger literally collides with objects or people within the compartment of the



The MTO seatbelt team left to right are Don Skelton (Administrative Services, N.W. Region), Barbara Bisgrove (Safety Coordination and Development Office), Ed Milles (Occupational Health and Safety, Northern Region), Anthony Shipston (Occupational Health and Safety, Downsview), Richard Pfeiffer (Occupational Health and Safety, Eastern Region), Patricia DeCal (Safety Coordination and Development Office), Blayne Edwards (Drivers and Vehicles, Central Region), Janet Peyton (Safety Coordination and Development Office) and Joe Blackport (Occupational Health and Safety, Southwestern Region).

one third of Ontario drivers choose to risk death or serious, life-long crippling injuries," Bisgrove said. "The risks and socio-economic costs associated with such a choice are very high and cannot be ignored."

So the Ministry, in conjunction with the police, reviewed the reasons motorists give for not wearing seat belts. It was discovered that the pretexts used have no basis in fact, but rather, are based on misperceptions, misinformation or a lack of information. This includes such statements as, "Seat belts can cause injuries" and "sometimes it's better to

11.

Coming Events

New Mandatory Air Brake Endorsement Course

(and Instructor course)

Sheridan College

Courses start monthly.

Contact: Ron McCrae

(416) 749-5367

Nov. 9 - Jan. 25, 1990

Teacher Preparation Course

Sheridan College Classroom

10 week part time

Contact: Ron McCrae

(416) 749-5367

Feb. 6 - April 14, 1990

Professional Driving Instructor's Course

Centennial College

10 week - part time

Contact: Phil Randell

(416) 749-4241

March 12 - 30, 1990

Traffic Training Course

Ontario Police College

Aylmer, Ontario

Contact: J. Woodley

(416) 598-4138

May 6 - 9, 1990

O.T.C. Convention

Holiday Inn, Cornwall

Contact: J. Woodley

(416) 598-4138

June - dates to be announced

Municipal Parking Enforcement Course

Sheridan College, Mississauga

Insurance plan continued...

* The Ministry of Transportation will join Ontario police forces in a combined public awareness and enforcement campaign to raise the level of seat belt use. Ontario, the first jurisdiction in North America to make seat belts mandatory, has fallen to eighth place among the provinces with 70 per cent public compliance. "Our goal is to achieve over 90 per cent usage in the 1990s," Wrye said.

* At the same time, efforts will be stepped up to encourage drivers to use their headlights during daylight hours. This has been proven in other jurisdictions to reduce the frequency and severity of multi-vehicle accidents.

* More Ontario drivers aged 16 to 19 are involved in accidents than any other age group — nearly 36,000 accidents in 1987, with 82 drivers killed and almost 8,000 injured. "The Ministry of Transportation is, therefore, evaluating the merits of a graduated licensing system," Wrye said. "This proposal would require a new driver to progress through various stages of restricted driving privileges before receiving a regular driver's licence."

Similar graduated licence programs in the United States have reduced accident rates among new young drivers by five to 17 per cent. A 10 per cent reduction in accidents involving new young drivers in Ontario could result in eight fewer deaths, 800 fewer injuries and 3,570 fewer accidents annually.

* Demerit point values and the levels at which suspensions and driver counselling are triggered will

be revised to better identify and treat high-risk drivers. The types of offences which would result in demerit points will be broadened.

Improvements are already underway which involve the use of alternative treatments for problem drivers, such as probationary periods, group counselling and training in defensive driving techniques.

* Despite gradual improvement over the years, the number of drinking drivers involved in accidents in Ontario totals approximately 18,600 — more than 430 of them were in fatal accidents and 10,000 were in accidents resulting in injuries.

The Ministry of Transportation is working with the Ministries of Health and the Attorney General, the Addiction Research Foundation and health care professionals to institute a requirement that individuals who repeatedly drive while impaired by alcohol or drugs undergo mandatory rehabilitation. "This approach recognizes that these drivers have a medical condition of alcohol or drug dependency," Wrye said. "It requires them to seek treatment and produce proof of having dealt with this condition before their driving privileges will be reconsidered."

* Freeway Traffic Management Systems will be implemented to reduce freeway congestion and accidents and improve emergency response times. Computers, vehicle detectors, closed-circuit television monitors and lane control signs will be installed along Highway 401 in Metro Toronto where congestion is of particular concern.

ontario traffic safety

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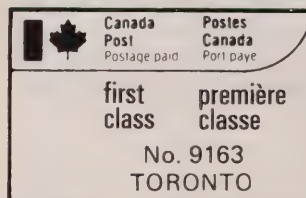
William Wrve. Minister

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Ontario Traffic Safety



Ministry
of
Transportation



Summer 1990

Highway Traffic Act fines increased

All fines under the Highway Traffic Act were increased on March 31, 1990.

The increases are included in the Provincial Penalties Amendment Act, announced by Attorney General Ian Scott. As a result of that legislation, the fines for a large number of offences under provincial statutes have risen significantly.

Minister of Transportation William Wrye said the set fine for the majority of convictions under the Highway Traffic Act will jump from \$53.75 to \$78.75. That fine is assessed in out-of-court settlements for most offences to which the general schedule of penalties applies.

It includes such charges as **failing to signal, failing to wear a seat belt, improper or prohibited turns and failing to obey a stop sign, signal light or railway crossing signal.**

The general schedule has also increased. Motorists who go to court on a charge to which this schedule applies will now be subject to fines of \$60 to \$500 — up from a range of \$40 to \$200.

These increases are in addition to a rise in speeding fines, which Wrye proclaimed on March 1. Those fines are as much as three times higher than previously.

"Coupled with higher speeding fines, the new penalties will send a message to the driving public that we will no longer tolerate blatant disregard for the rules of the road," Wrye said. "Safety is our first priority and we believe that stiffer fines will enhance our accident prevention initiatives by acting as a strong deterrent to irresponsible driving behaviours."



New speeding fines

Higher fines for speeding offences in Ontario are now in effect.

"The new fines demonstrate our commitment to crack down on those drivers who deliberately risk the safety of others by exceeding posted speed limits. This will hit speeders where it hurts - in the pocketbook - making it a costly proposition to wilfully exceed the speed limit," said Ontario Transportation Minister William Wrye.

Under the new schedule, which came into effect March 1, maximum fines will triple at the top

end of the scale. For example, those convicted of driving 60 km/h over the speed limit could pay \$585, up from \$195 under the existing schedule. A conviction for driving 15 km/h above the posted limit will cost as much as \$45, instead of \$18.75.

"The higher fines will restore the deterrent value eroded by two decades of inflation since the last increase," Wrye said.

Thresholds at which different fine levels take effect

Continued on page eight

Graduates of Driver Improvement 55+



Bill and Betty Cowan of Toronto are proud graduates of Driver Improvement 55+, a driving refresher course for seniors offered by Yorkdale Secondary School. In addition to upgrading driver skill and knowledge, students also take Vitality 55+, which covers exercise, wellness and lifestyle. Classes are held two afternoons a week for 10 weeks. Both courses are free. For more information contact : Driver Education Supervisor Keith Shantz at (416) 395-6516.

Letters to the Editor

In response to Mr. Bell's letter (Fall/Winter 1989) where he indicates that 750,000 speeding tickets are issued each year and only 3,560 are to drivers of tractor trailers. I would add that per capita there are more radar detectors and CB radios found in tractor trailers versus passenger vehicles.

He also states that large trucks pay an average of \$6,000 annually for road usage. In my opinion that is not enough. If one travels Hwy. 401 for example, you will find grooves worn in the pavement which resemble the dual tires on tractor trailers. I can assure you that they were not made by my Toyota.

Regardless of fault, when there is an accident involving a tractor trailer versus a passenger car, the destruction of property and life is always greatly increased.

Mr. Bell must realize that tractor trailers (large trucks) are a much

more powerful tool and that safety and caution must reflect this.

**Bill Micks
Kingston, Ontario**

Dear Mr. Wrye:

While I was reading the Fall/Winter issue of Ontario Traffic Safety, I heard you use on radio that dreaded word "accident". A group of us are attempting to change that terminology to "crashes" or "collisions". We think the reason is obvious.

As I went through OTS, that term was used 20 times (excluding Letters to the Editor, Safe Driving Tips and Going It Alone). This is a pretty high incidence. Surely this was accidental and not intentional.

As our leader in transportation safety efforts in Ontario, could you not come out forcefully to:

a) your Ministry and

b) the general public to change the perception that we can justify collisions by calling them accidents.

**A.A. Nield
President
Communications for Canadians Inc.
West Hill, Ontario**

Dear Mr. Nield:

Thank you for your comments regarding the use of the word accident. You bring up a valid point when you suggest that many collisions could be avoided and are, therefore, not truly "accidental."

However, the Webster's dictionary defines "accident" as an unfortunate event resulting from carelessness or ignorance. "Accidental" or "accidently" stress chance and often connote entire

Continued on page eight

This is the law

Kids come in all shapes and sizes but the Ministry of Transportation classifies them in three groups when it comes to child restraints. By law, a child must be properly restrained when travelling in a motor vehicle.

When buying an infant seat, make sure it is certified by Canadian Motor Vehicle Safety Standards. Read the manufacturer's instructions carefully to ensure the child will be comfortable and secure in the seat.

Infants - children who weigh less than nine kilograms (20 pounds) - must be properly harnessed in a rear-facing infant carrier or convertible seat. These units must be secured to the vehicle by the lap belt of a seat belt assembly. If you need to look after your child while driving, the infant seat may be buckled in front.

When travelling in a parent or guardian's vehicle, toddlers - children weighing between nine and 18 kilograms (20 and 40 pounds) - must be harnessed in a forward-facing child car seat. This seat must meet the require-

ments of the children's car seat and harness regulations under the Hazardous Products Act of Canada. The child car seat should be in the back seat and secured by the seat belt, following methods recommended by the manufacturer. A



tether strap must also be used to fasten the seat securely to a specially-fitted bolt on the parcel shelf or other solid part of the vehicle. And remember, if your toddler's head is more than halfway

above the top of the car seat, it's time to graduate to a lap belt.

When your toddler travels in someone else's car, he or she must be secured with a proper lap belt. This belt must be snug and low over the hips to prevent internal injuries in an accident. If your child is shorter than 137.5 cm (55 inches) or the shoulder harness lies flat across the toddler's face and neck, tuck the shoulder harness behind the back.

Booster seats, especially the unsafe household ones, are not a substitute for child car seats.

Preschoolers - children weighing between 18 and 23 kilograms (40 and 50 pounds) - must be properly secured by the lap belt of the vehicle seat belt assembly.

The Highway Traffic Act now states, "No person shall drive a motor vehicle on a highway in which there is a child passenger weighing less than 23 kilograms who does not occupy, if available, a seating position for which a seat belt assembly is provided."

SAFE DRIVING TIPS

"Stay inside your vehicle!" That's the advice Sgt. Peter McGuinness offers to stranded motorists.

"If your vehicle breaks down, put on your four-way flashers," says the provincial crime prevention officer for the Ontario Provincial Police (O.P.P.). "Next, we recommend that you tie a white object, such as a towel or a handkerchief to the antenna." Motorists are cautioned to return to the safety of their car as quickly as possible. Once inside, lock all doors.

"If a stranger approaches and

offers to help, lower the window - a few inches only - ask the person to call the O.P.P. Never get out of your car," says McGuinness.

Nor should you lift the hood. A stranger could disable your vehicle completely.

Motorists travelling at night are urged to take the following precautions:

- if you think you're being followed, drive to the nearest O.P.P. station or a service centre.
- lock your car when stopped at a service centre for food or the use of a washroom.
- as you approach your vehicle

have your keys in hand. Always look inside before entering.

- if someone suspicious is hovering around your vehicle, return to the service centre. Don't go near your car.

- never pick up hitch hikers or stop to help a stranded, unknown motorist. Find the nearest phone and call police, giving the location and description of the vehicle. The police will assist the motorist.

- ensure your car is road worthy by gassing up and checking the oil, etc., before starting out.

MTO launches Bicycle Safety Campaign

The Ontario Ministry of Transportation recently launched its bicycle safety campaign at Joe's Bicycle Shop in Windsor.

Transportation Minister William Wrye presented Ron Ouellette, the bicycle store owner, with a kit of new bicycle safety promotional material for distribution to his customers.

Bicycle retailers are the main target group of this year's bicycle campaign and all bicycle shops across the province have received kits containing the materials.

This year, the Ministry is emphasizing the importance of helmet use by all cyclists, both adults and children.

"Head injuries are the leading cause of bicycle fatalities," Wrye said. "U.S. studies show that 75

per cent of bicycle fatalities are related to head trauma."

A bicycle handlebar tag has been produced by the Ministry to be placed on all new bicycles. It says,

motorists.

They urge cyclists to follow the rules of the road, because those who don't give all bicyclists a bad reputation.

Likewise, motorists should respect the rights of cyclists to use the road.

The Ministry will also distribute these materials to the cycling public through their Drivers and Vehicles Licence Issuing Offices, educational institutions, community safety organizations, police forces and cycling groups.

"It is our hope that this year's bicycle safety campaign

will encourage more cyclists to wear helmets, follow the rules of the road and drive in a proper manner," said Wrye. "We also hope to increase motorists' awareness of bicyclists."

"By urging both groups to 'share the road', we can help reduce the number of accidents involving bicyclists and other motorists."



Ontario Transportation Minister William Wrye launches MTO's bicycle safety campaign at Joe's Bicycle Shop in Windsor.

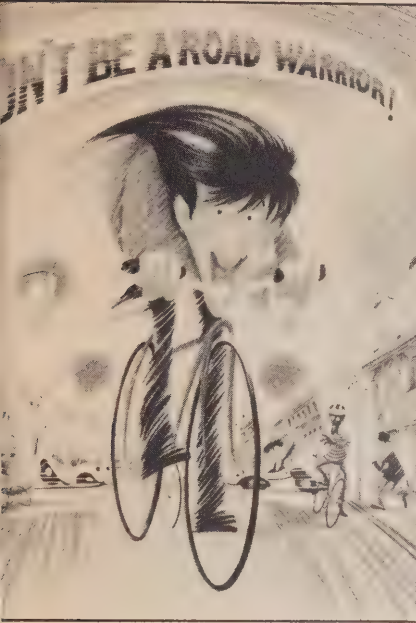
"Be Head Smart, Wear a Helmet - Your head is worth it!"

The campaign is also asking bicyclists not to be "road warriors" and motorists not to be "road hogs".

The Ministry, together with the Toronto City Cycling Committee, has produced posters and pamphlets aimed at both cyclists and



Safety



New Bicycle Laws

Several amendments to the Ontario Highway Traffic Act concerning bicycling were announced this spring by Transportation Minister William Wrye.

"These amendments are designed to emphasize that a bicycle is a vehicle under the Highway Traffic Act and that drivers of these vehicles must obey the law and follow the rules of the road," Wrye said. "In turn, other motorists must respect their rights to the road."

The following are the amendments:

- A bicycle is now included in the definition of a vehicle.
- Bicyclists must now identify themselves to the police, supplying their proper name and address, where an officer perceives them committing a traffic offence. This provides the police with the power to enforce the law and deter unsafe riding behaviour.
- Bicyclists are not permitted to ride their bicycles along a crosswalk or a pedestrian crossover. They must walk their bicycle across the road. This should improve safety at crossings and discourage bicyclists from darting across the road, endangering the safety of pedestrians.
- Bicyclists may now indicate a right turn by extending their right hand and arm horizontally. This is an alternative to the signal now permitted. This will be a safer and easier method of signalling for cyclists and will be more visible to motorists.
- Bicycles must now be equipped with a proper braking system. This enhances bicycle control and provides the police with the power to charge bicyclists who drive without proper brakes.
- A person walking a bicycle along a highway without sidewalks may walk on the right side of the highway - not facing traffic - provided it is unsafe for the person to cross the highway. This exempts cyclists, when dismounted, from having to follow the general rule that requires pedestrians to walk on the left hand side of the road facing traffic.
- "It is hoped that the new requirements will help to make these smaller vehicles safer to ride and more visible to other motorists," Wrye concluded. "By clarifying the rights and responsibilities of cyclists and encouraging other motorists to share the road with them, we expect a reduction in accidents."

BE HEAD SMART ... WEAR A HELMET

Your head is worth it!!

New parking permit now available

Ontario's new Disabled Person Parking Permit is now available to the province's disabled citizens.

The permit is portable and is issued specifically to individuals medically certified as being disabled or to companies transporting disabled persons. The permit, therefore, has several advantages over the disabled symbol licence plate which it will replace.

- The permit provides access to disabled parking spaces for any vehicle in which the permit holder is a driver or passenger and which displays the permit on a visor or the dash.

- The disabled person need not own or drive a motor vehicle.

- Able-bodied drivers not carrying or meeting a disabled person will no longer be able to park in spaces designated for disabled persons. (This has been a frequent abuse of the disabled symbol licence.)

- Another abuse, by persons who once obtained a disabled symbol plate and are no longer disabled, will be eliminated. Recipients of the new permit will be medically certified by a doctor, physiotherapist, osteopath, chiropractor or occupational therapist as being disabled, either permanently or for a stated temporary period.

- The permit need only be displayed when the motor vehicle occupies a disabled parking space or stopping zone where allowed by municipal bylaw. At other times, the motor vehicle needn't be identified as carrying a disabled person.

- The permit will be recognized throughout the rest of Canada and the United States.

In an open letter to Ontario's 70,000 holders of disabled licence plates and other disabled persons, Transportation Minister William Wrye and the Minister

Responsible for Disabled Persons, Shirley Collins, said they believe the portable permit program will improve the parking situation and enhance the travel enjoyment of disabled persons.

Since enactment of parking bylaws falls within the jurisdiction of municipalities, a model bylaw has been sent to Ontario's 850

help solve the transportation problems of the thousands of disabled persons who do not own a car or have regular access to one. A disabled person borrowing, renting or just receiving a ride in a vehicle can give the vehicle access to a disabled parking space simply by displaying the personal permit on the dash or a visor.



Margaret Yakichuk, one of the first recipients of the new portable Ontario disabled person parking permit, attaches it to the sun visor of her car.

municipalities and 117 police services. The proposed bylaw includes provision for much stiffer fines for able-bodied drivers who illegally occupy disabled parking spaces. The maximum permissible fine rises to \$2,000.

Margaret Yakichuk of the Ontario Traffic Conference, who has multiple sclerosis, is a member of the Advisory Committee and Bylaw Working Group which developed the permit program. "My first concern was the abuse of the plate," she said. "I get mad when I go to park and see someone already in the disabled parking space, with a wheelchair symbol licence plate and yet when they walk away from the car it's obvious they're not disabled and they're not meeting anyone who is."

Transportation Minister Wrye said that the portable permit will

There will be a six-month phase-in period when either the new permit or the old disabled symbol licence plate or municipal permit will be recognized for special parking. After November 1, 1990, only the Ontario permit will be recognized on Ontario cars. Owners of cars with disabled symbol plates will be asked to exchange them for regular plates on their normal renewal date, or before, if they wish.

Out-of-province vehicles displaying the disabled symbol of their home province or state will be accorded the same parking rights as Ontario cars displaying the new permit.

There will be an 18-month phase-in period for a new standard sign designating parking spaces for disabled persons.

The permit is free, but the permit holder will be responsible for any fee that may be charged by the

le to Ontario's disabled citizens

health professional certifying the holder's disability.

Application forms can be obtained by mail from the Ministry of Transportation or from Licence Issuing

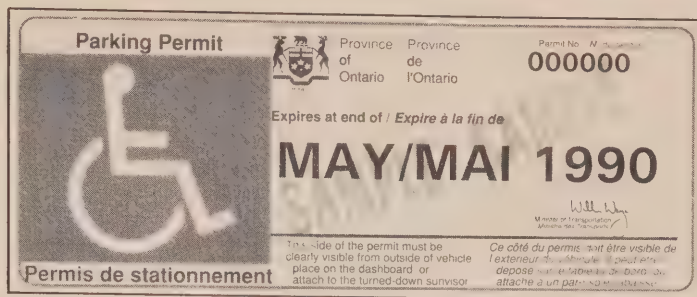
Offices and Examination Centres.

The Disabled Person Parking Permit was developed by an Ad-

visory Committee consisting of

and the Solicitor General, Offices for Disabled Persons and Senior Citizens' Affairs, the Ontario Advisory Council for Disabled Persons, Association of Municipalities of Ontario, Ontario Traffic Conference, Ontario

Good Roads Association, and police and municipal representatives.



representatives of the Ministry of Transportation as lead ministry, the Ministries of Municipal Affairs

SAFETY BRIEFS AROUND THE WORLD



SWEDEN - Swedish researchers say that the risk of minor injury in vehicle crashes does not increase with age, but the risk of fractures does.

Older drivers are involved in more crashes involving injuries per kilometres driven than other drivers. So researchers investigated whether the higher risk is tied to a greater tendency to be injured at more advanced ages.

When comparing the risk of injury by age group, the researchers found that relative to young people aged 18 through 24, people in the 25 through 34 age group had the greatest increase in risk of injury requiring medical attention. There was no systematic rise in risk of injury associated with older drivers.

The researchers did find, however, that the risk of a fracture is much greater for older individuals than for young persons. Among those aged 65 through 74, the risk of a fracture was more than three times greater than persons aged 18 through 24. And the risk of a rib fracture is nearly 11

times higher than the youngest age group.

UNITED STATES - A new study indicates that enforcement of drinking/driving regulations can have results not foreseen by some.

The study, *The New Philadelphia Story: The Effects of Severe Penalties for Drunk Driving*, could not confirm the beliefs that severe penalties for drunk driving would deter others and thus reduce alcohol-related traffic fatalities.

Dr. H. Lawrence Ross looked at a community, New Philadelphia, Ohio, that had severe penalties for drunk driving. He compared drinking and driving patterns there and at another comparable Ohio community that did not have severe penalties. Road checks of blood alcohol concentrations in both communities indicated no significant differences in patterns of drinking and driving.

Dr. Ross concluded that the approach should concentrate on the certainty of punishment rather than the severity.

FRANCE - A country town in the west of France has made its school crossings safe for kids by bonding bright yellow footprints onto the pavement leading up to the most troublesome intersections. At the pavement's edge just before the intersection, four black footsteps are lined up in front of a red stop sign painted on top of the sidewalk against a yellow background. An eye painted at each side of the stop sign warns kids to look to the left and right before crossing.

Painting the stop signs on the sidewalk and bonding the thermoplastic footsteps to the pavement along the paths traversed by the youngsters cost the town only about \$8,000, an amount considered well spent on the safety of its young population.

The marked paths, which appeal to the play instincts of the young, are treated like a game and are proving far more effective than the "slow down, school zone" injunctions directed at motorists.

Coming Events

September 11-13, 1990

Motor Fleet Safety
for Supervisors
Penn State University

For more information contact:

Motor Fleet
Supervisor Training
National Committee
A364 Engineering Building
Michigan State University
East Lansing, MI
48824-1226
(517) 353-1790

September 23-27, 1990

VISIONS
1990 Annual Conference of the
Roads and Transportation Association of Canada
St. John's, Newfoundland
RTAC Secretariat
2323 St. Laurent Blvd.
Ottawa, Ontario
K1G 4K6

October 7-10, 1990

Second International Conference
on New Ways for Improved Safety
and Quality of Life
Tel-Aviv, Israel
Contact: ORTRA LTD
P.O. Box 50432
Tel Aviv 61500, Israel
Tel: 972-3-664825

New speeding fines continued

have also been adjusted downward to encourage safer driving.

Following are the current and new fine schedules:

Existing speeding fines:

1-19 km/h over -	\$1.25 km/h
20-39 km/h over -	\$1.75 km/h
40-59 km/h over -	\$2.50 km/h
60 or more km/h over -	\$3.25 km/h

New schedule:

1-19 km/h over -	\$3.00 km/h
20-34 km/h over -	\$4.50 km/h
35-49 km/h over -	\$7.00 km/h
50 or more km/h over -	\$9.75 km/h

These are the maximum fines

that can be levied if the offender appears in court.

Chief Justice Frederick Hayes, of the Provincial Court, has set a separate schedule of fines for offenders choosing to pay the fine without a court appearance. **They will be assessed:**

1-19 km/h over -	\$2.50 km/h
20-34 km/h over -	\$3.75 km/h
35-49 km/h over -	\$6.00 km/h

Out of court payment is not allowed for offences of more than 50 km/h over the limit. A court can order a 30-day licence suspension for such offences.

Continued from page two

absence of cause.

While I believe we have used the term accident in the proper context, I will forward your comments to the editor of Ontario Traffic Safety for publication. I will also suggest that the Ministry exercise a little variety in its terminology when describing automobile collisions or crashes.

William Wrye
Minister of Transportation

You didn't miss Spring!!

We did. Because of production difficulties, the Spring edition of OTS was not published. Please accept our apologies for any inconvenience this may have caused.

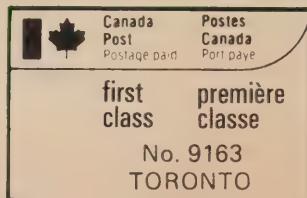
ontario traffic safety

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William Wrye Minister

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Editor: Tracy Fawcett-Bell
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Ontario Traffic Safety



Ministry
of
Transportation

Ontario



JAN 1 1991

Fall/Winter 1990

Pay your parking tag!

Parking illegally is an offence under Ontario law. But avoiding payment of your parking fines - those annoying yellow tickets - could cost you even more.

As of September 1990, all motorists received notice of their unpaid fines with their annual licence plate sticker application.

If the fines are not paid in full upon application, purchase of vehicle plate stickers will be denied.

A typical parking fine of \$20 doubles if not paid within seven days. Tickets contested by drivers in court can sky rocket to as much as \$85 if a court conviction is registered.

The ministry hopes to recover \$20 million in unpaid parking fines. The amount grows by about \$3 million a year as drivers routinely ignore their violations. Fines are the usual penalty for parking offences and they must be paid.

The MTO plate denial program effectively enforces the law, specifically targeting drivers who deliberately ignore tags and court summonses.

continued on page eight

**THE HEARTBREAK OF
"PLATE DENIAL,"
OR WHY YOU SHOULD PAY YOUR
PARKING TAG. FAST.**

**A PARKING TAG.
IT HURTS LESS WHEN
YOU PAY IT FAST.**

Canadian drunk driver tally falls for sixth year

The number of people charged with drinking and driving has fallen for the sixth year in a row. The drop was recorded in every province but Ontario, where the number of people charged last year rose to one per cent over 1988.

The Canadian Centre for Justice Statistics show 118,636 people were charged in Canada last year. This is the lowest number since statistics were first gathered in 1974.

But John Bates, founder and president of PRIDE (People to Reduce Impaired Driving Everywhere), dismissed the figure as meaningless.

"These statistics don't mean there are fewer impaired drivers on the roads, just that fewer are being caught," says Bates.

The 1989 total was two per cent lower than the previous year. Ontario's total of 37,969 people charged still left the province with

the second lowest rate - 396 per 100,000 population. Quebec had the lowest rate, 352, and Saskatchewan the highest, 736 charged. The statistics showed 181 people charged with impaired driving causing death, the highest total yet recorded.

Ninety-one per cent of drivers charged were men and 37 per cent were between the ages of 25 and 34.

Winter driving tips

When snow and ice cover our streets and highways, driving skills are taxed to the maximum. The following winter driving tips are recommended:

- On packed snow or ice, start gently and gradually. In a car with a manual shift, you might find it helpful to use second gear; with an automatic transmission, use 1 or 2. Keep wheels straight ahead to ease starting.

- Get the "feel" of the road quickly before entering busy traffic. Try a light speed increase and test braking to determine the available traction.

- Keep your car moving steadily. Abrupt turns, lane changing and sudden acceleration or braking can cause dangerous skids on ice and snow. Anticipate turns or speed changes and make them slowly and gradually. Don't jam on the brakes. Declutch with a manual transmission or put the automatic transmission in neutral. This will help to allow a shorter and straighter stop.

- Should you find yourself skidding this winter, release the accelerator and look and steer in the direction you wish the car to travel. Don't brake - the front wheels of the car must be kept

rolling in order to steer. As the car recovers, straighten the front wheels.

- Don't follow too closely behind other cars. It takes three to 12 times more distance to stop on snow and ice than on pavement.

- Be extra cautious in shady areas and on curves, overpasses and bridges because ice and snow last longer in such places. Beware of "warm or wet" ice. Ice and snow are twice as slippery at 0 degrees Celsius than at -18

degrees. So be on guard when the temperature is just around the freezing mark.


- Keep the gas tank at least half-full during cold weather. A full tank checks condensation, reducing the risk of water in the gas, and possible problems if a bit of it freezes in the lines.

- Be able to see and be seen. Keep all windows and lights clean and clear of snow. Use low beam headlights even during daylight hours.

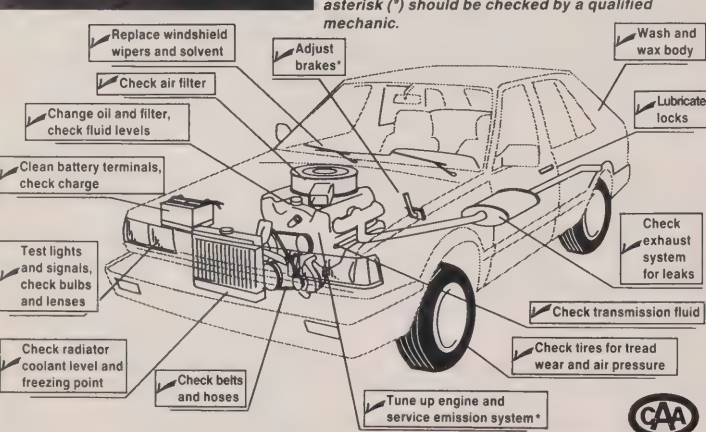
- Always try to leave yourself an "out" when parking during snowstorms. Avoid parking on an upgrade unless there's ample room to back out. On a downhill slope, leave enough space to pull out when backing. Also when parking, run the car back and forth to make a track that will make it easier to get out later.

- As an added measure against a snow emergency, make sure that you have these items available in you car throughout the cold months: ice scraper and snow brush, sand, kitty litter or traction mats, small snow shovel, dry cloth or paper towels, jumper cables, windshield washer anti-freeze, flashlight, blanket and emergency warning device.




**WINTER CAR CARE CHECK LIST**

A well-maintained car is your best defense against a rough winter. The CANADIAN AUTOMOBILE ASSOCIATION has identified these major areas that need pre-winter attention. Those marked with an asterisk (*) should be checked by a qualified mechanic.



- Replace windshield wipers and solvent
- Adjust brakes*
- Wash and wax body
- Check air filter
- Change oil and filter, check fluid levels
- Lubricate locks
- Clean battery terminals, check charge
- Test lights and signals, check bulbs and lenses
- Check radiator coolant level and freezing point
- Check belts and hoses
- Check exhaust system for leaks
- Check transmission fluid
- Check tires for tread wear and air pressure
- Tune up engine and service emission system*



Permission granted to reprint

Shell to build new information centre

The Ministry of Transportation and Shell Canada Products Ltd. will provide a new approach to roadside services for tourists and business travellers in the form of a \$12 million Information Centre on Highway 401 in Mississauga.

The centre will be built on government land and Shell Canada will be responsible for the construction, operation and maintenance of the facility.

"The new Information Centre will be Shell's largest service station in Canada, offering self-serve, full-serve, diesel and propane fueling for 28 vehicles at one time," says Shell Vice-President John Lyon.

The centre will focus on providing travel and tourism information for the Greater Toronto Area. It will also offer restroom facilities and a picnic area. Access to temporary work stations, portable cellular phones, courier, facsimile and photocopier services will accommodate business travellers.

"This is a unique way of meeting business needs and providing travel information at one central location," explained Lyon. "It is the first of this type of partnership between government and the private sector and could lead the way for the development of similar projects across the province."

Food outlets will include Wendy's Old Fashioned Hamburgers, Tim Horton Donuts and Baskin-Robbins Ice Cream. All areas will be fully accessible to persons with disabilities.

The expected opening for the centre, located just east of Winston Churchill Blvd., is scheduled for late summer of 1991.



Proposed design of the new \$12 million Shell Information Centre to be built on Highway 401 in Mississauga. The centre will offer fuel service and travel and tourism information for the Greater Toronto Area.

Ontario Energy & You

How to go a lot farther
on your next
fill-up



...and fill up a lot less often.



ONTARIO now burns one-and-a-half billion litres of oil products every month - over 50 million litres a day! - just to keep our cars, trucks and buses moving.

In fact, 60% of all our petroleum supplies are used for transportation, ten times what industry requires and ten times what we consume in our homes.

But what happens if Middle East events reduce

our oil supplies? How will we cope with the squeeze?

Only by pitching in together.

By using our vehicles responsibly, we can make sure we get every last kilometre of driving out of every visit to the pump.

There are many ways you can help conserve our valuable oil resources and save our environment, too.

Use public transit. It's by far the most fuel-efficient way to travel.

Car-pool. Share your ride, to save gas and money.

Obeey the speed limits.

You can cut your gas consumption 10% just by slowing down to the limit.

Check your tires. Properly inflated tires save up to 80 litres of gas a year.

Don't idle. An idling engine wastes gas and pollutes the air.

Keep your car in shape. A well-maintained car burns less gas, improves mileage (cuts air pollution too).

Remember, well over half of Ontario's oil supplies goes to fuel our cars, trucks and buses. So an oil squeeze would directly affect every one of us who uses the roads... and it's a problem every one of us must help to solve.

For a free brochure on fuel-economy tips, please write to:

Ontario Ministry of Energy, "Fuel Tips", 36 Wellesley St. West, 9th Floor, Toronto, Ontario M7A 2B7. Or telephone the Ontario Ministry of Transportation at 1-800-268-0637.

Energy Matters



Ministry
of
Energy

Ministry
of
Transportation

Are you wearing your seat belt?

So far this year, 100 people not wearing seat belts died in Ontario after being thrown from their cars in collisions.

Though it has been proved again and again that seat belts save lives and reduce injuries, nearly one-third of Ontarians still don't buckle up.

That's why the Ministry of Transportation (MTO) and the police forces of Ontario are working together to ensure seat belt safety. With increased enforcement, a higher fine (now \$78.75) and increased public education, they are hoping to reach their goal of 95 per cent seat belt usage by 1995.

Each percentage point increase in the number of seat belt wearers could mean eight fewer deaths and 132 fewer injuries in Ontario, as well as reduced health care costs.



In Ontario in 1987, an unbelted driver in a collision was 21 times more likely to be killed and eight times more likely to be seriously injured than a driver who wore a seat belt.

"You can tell the ones that weren't wearing their seat belts," says Ontario Provincial Police

Inspector Bill Wicklund. "They're the ones lying dead on the highway."

Wearing a seat belt will prevent you from being:

- thrown through the windshield
- thrown into trees or other cars
- run over by your own or another car or
- thrown into other passengers.

One out of every four serious injuries in automobile crashes is caused by people being thrown into each other and some children have been crushed by adults not wearing seat belts.

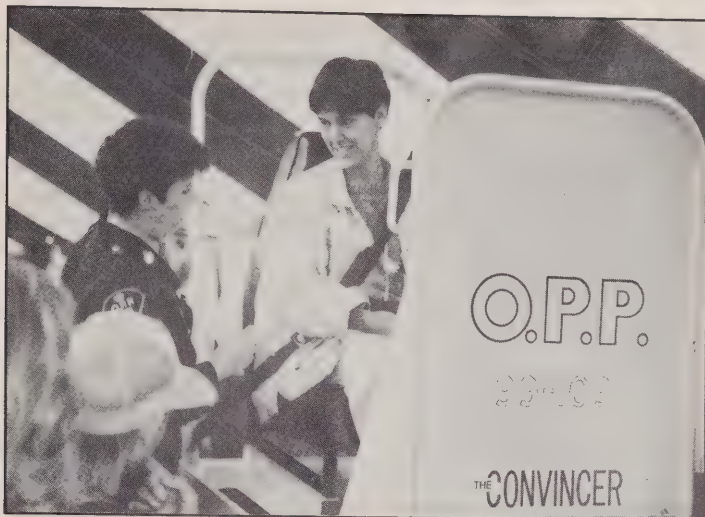
Even in a minor crash at 15 km/h, the head and upper body will hit whatever is in its way with the same force as a 90-kg (200-lb.) weight dropped from two metres (seven feet).

Seat belt injuries

But even though a seat belt will hold you back and save your life, a seat belt that is not properly worn could cause injuries.

- If you slouch, the seat belt will fall across your stomach, not your lap. If the lap belt is not across the lap, touching your upper thighs well below the abdomen, the pressure of the belt could damage internal organs in a collision.
- If the belt is above the pivotal point of the hips, it will not allow the whole body to jackknife in a sudden stop. Therefore, you could damage your spine and possibly end up in a wheelchair.
- If the shoulder belt is tucked under your arms instead of across your chest, in a collision it could break ribs that could then penetrate your lungs, heart and other vital organs.
- Whenever you feel slack on the belt, tighten it to ensure that it will hold you back properly in a collision.
- If the shoulder belt crosses a child's neck or face, tuck the belt in behind the child's back to avoid injuries.
- If straps on children's car seats aren't tightened, the child can be tossed around the car or ejected from the vehicle.
- Unfastened car seat buckles will allow straps, abdominal shields or bars to fly up and hit the child.
- If tether straps on the child's seat are not anchored and well-fastened, the seat could tip over.
- If two children are buckled into the same seat belt, they will push against each other and the smaller child might be crushed.

Remember that wearing a seat belt will reduce the chance of death and injury. Wearing a seat belt correctly will increase your chance of escaping a car crash with no injuries.



The Convincer simulates the impact of being in a collision. The Ontario Provincial Police (OPP) tows the Convincer across the province convincing Ontarians to buckle up!

One try and they're convinced!

Hundreds of Ontarians actually wait in line to experience an auto collision.

That's because they know they'll walk away unscathed. The collisions are simulated on a 726-kg (1600-lb.) machine called The Convincer.

The Convincer was designed to show people how a crash feels and how a seat belt works in an effort to convince people that wearing a seat belt will save them from serious injury.

The passenger securely fastens lap and shoulder belts and sits in a small cart that races down an inclined track until it comes to an abrupt stop at the end.

Though the cart only travels at about 13 km/h, passengers say they really feel the impact at the end and can feel their seat belts holding them in their seats.

"It gives you a good jolt," says Dave Farrar, an acting sergeant with the Ontario Provincial Police in Aurora. "Many people think

they were travelling at speeds of at least 30 km/h."

"We ask them: What do you think a crash would be like at about 50 or 100 km/h? It makes them think about it."

When a collision occurs, the car stops abruptly but the people inside continue to travel at the same speed the car was going - right into the dashboard or the windshield or into each other - unless they are wearing their seat belts to secure them to the inside of the car.

Though most people who try The Convincer are persuaded that the seat belt saved them from harm, some people still aren't; they ask to try The Convincer without seat belts.

"We would never allow that," says Farrar. "Without a seat belt, you'd go flying out of the seat."

The OPP owns three Convincers which are towed across the province to home shows, fairs and community events convincing people to buckle up.

Did you know ...

- Everyone has a 50-50 chance of being in a motor vehicle collision.
- Six in every 100 drivers in Ontario are involved in collisions each year.
- The chances of being killed if you're thrown from a car are 25 times greater than if you remain inside the car.
- Ontario statistics show that, in 1987, an unbelted driver involved in an accident was 21 times more likely to be killed and eight times more likely to be hospitalized than a belted driver.
- One in four serious injuries in car crashes is caused by unbelted passengers being thrown into each other.
- Half the small children killed each year in Ontario motor vehicle collisions die because they were improperly or not buckled up.
- Two-thirds of babies killed in Ontario motor vehicle collisions between 1980 and 1987 were sitting on laps before their death.
- It is impossible to hold onto a baby in a crash.
- The non-seat belt wearer, on average, incurs double the dollar costs for medical attention.
- Motor vehicle crashes on and off the job are the leading cause of disabling injuries or accidental deaths in the 15-44 age group.
- If you are slouching, you cannot wear a seat belt properly.
- Air bags are not seat belt substitutes, but are designed to provide protection in front crashes, not side, rear, or rollover crashes.

continued on page eight

Coming Events

May 12-14, 1991

Canada Safety Council National Conference
"Safety Starts in your Community"
Hamilton, Ontario
Canada Safety Council
6 - 2750 Stevenage Dr.
Ottawa K1G 3N2
Tel: (613) 739-1535
Fax: (613) 739-1566

Jan. 29, 1991 - Apr. 13, 1991

Centennial College
10 Weeks - Part Time
Professional Driving
Instructor's Course
Contact: Phil Randell
(416) 749-4241

September 15-19, 1991

Transportation Association of
Canada (T.A.C.)
(formerly Roads and
Transportation Association
of Canada)
Annual Conference and
Exhibition
Holiday Inn and
Convention Centre
Winnipeg, Manitoba
General Inquiries: Gilbert Morier
Director of Member Services
Technical Inquiries:
Russell Smith
Program Manager, T.A.C.
2323 St. Laurent Boulevard
Ottawa, ON
K1G 4K6
Tel: (613) 521-4052
Fax: (613) 521-6542

Pay your parking tag! *(continued from page one)*

To avoid parking violations do not:

- obstruct a sidewalk, crosswalk, or entrance to a highway;
- park within three metres from the edge of the roadway nearest a fire hydrant;
- park within six metres from the edge of the roadway nearest to a public entrance to a hotel, a theatre while it is open to the public, or a public hall while it is open to the public;

- park in a manner that prevents the removal of any vehicle already parked;
- park in such a way as to interfere with the movement of traffic or snow clearing operations.

Illegal parking poses an inconvenience and safety hazard for everyone. Drivers guilty of this offence can no longer escape from paying their fines. Without a sticker, you will lose the right to register your car.

Did you know *(continued from page five)*

- It is against the law to have non-functional seat belts.
- The fine for not wearing an appropriate restraint system is \$60 to \$500, usually \$78.75.
- Ontario has a 71 per cent compliance rate, putting us seventh among all provinces for seat belt use in Canada, six per cent lower than the national average (1989 Transport Canada survey).
- Each percentage increase in the number of seat belt wearers can result in eight fewer deaths and 132 fewer injuries in Ontario every year, as well as resulting reduced health care costs.
- In January 1971, Canada made the installation of seat belts mandatory for all cars,

though most manufacturers had been voluntarily fitting seat belts since 1965.

- On January 1, 1974, the installation of shoulder belts in cars became mandatory in Canada.
- In December 1975, only 23 per cent of drivers used seat belts.
- On January 1, 1976, Ontario was the first province to pass a law making wearing a seat belt mandatory.
- One month after the seat belt law was passed, 75 per cent of drivers in Ontario wore seat belts - four per cent higher than today! After four more months, however, only about half the drivers buckled up.

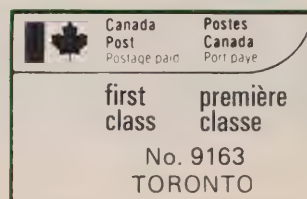
ontario traffic safety

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Ed Philip, Minister
ISSN 0702-8040

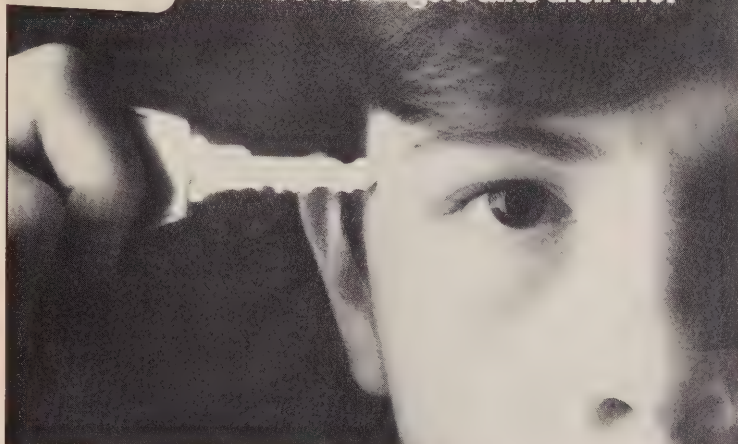
Editor: Tracy Fawcett-Bell (416) 235-4876
Assist. Editor: Andrea Broughton
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how most teenagers take their life.



Statistically, young drivers, particularly males, present the most risk for getting into accidents. (photo courtesy The Allstate Foundation of Canada and Traffic Injury Research Foundation of Canada)

Ministry launches spring safety initiative

By Patti Skrypek

Traffic accidents are a leading cause of death for Ontario residents under the age of 45. In an average year, more than 1,200 people of all ages are killed, and more than 100,000 are injured in traffic accidents in Ontario. Of six million Ontario drivers, more than 300,000 are involved in accidents each year.

That's why the Ministry of Transportation is launching a new "Drive Safely" initiative aimed at reducing deaths, injuries and property damage.

The ministry has a number of things planned, including the creation of a series of hard-hitting radio commercials aimed at young drivers. The commercials depict the views of health care professionals and traffic accident

victims toward unsafe driving behaviour.

"Some people may find the messages uncomfortable," says Barbara Bisgrove, head of the ministry's safety policy section. "But if they cause just one young person to improve his or her driving habits, they will be worthwhile."

The commercials are scheduled to be aired beginning the week of May 13 (prior to the Victoria Day weekend and the beginning of what is often called "trauma season" by health care professionals) and will run until the end of July.

"Statistically, young drivers, particularly males, present the most risk for getting into accidents," Bisgrove said. "If we're able to

(Continued on Page 8)

MTO wants your opinion on bicycling

Attention all road users: the provincial government wants your opinions on the bicycle's role in transportation.

The Ministry of Transportation of Ontario is reviewing its 10-year-old bicycle policy and invites suggestions on the direction the Ministry should take, Minister Ed Philip said in a recent news release.

"Bicycling is the fastest-growing form of transportation in Canada. As such, we have to take a long-term perspective and examine its potential impact on our transportation infrastructure," said Philip. "And it is important that we consult with the people of Ontario who will be affected by policy changes — bicyclists, pedestrians, private auto, bus and truck drivers."

The existing bicycling policy focuses on cyclist safety, education and regulation, with municipalities taking the responsibility for their own bicycling requirements.

A growth in the number of cyclists, as well as public interest and environmental concerns over the past decade have led to this review.

It will help define the provincial government's role in the future of cycling and cover all major issues including:

- bicycling as an energy-conserving and environmentally-friendly form of commuter travel;
- legislation and enforcement of safe cycling rules;
- bicycle facility needs.

(Continued on Page 8)

What's your "Driving I.Q."?

By Nicole Kitchener

Life on the road requires an education in safety.

As part of its summer "Drive Safely" campaign to increase safety awareness on Ontario roads, the Ministry of Transportation released a new pamphlet called "Test Your Road Smarts." From seat-belt use to drinking and driving, 18 multiple-choice questions test your knowledge on various aspects of road safety.

For example: "Which type of vehicle has the lowest collision rate per kilometre driven?"

- a) Automobile
- b) Motorcycle
- c) Truck

(Answer at end of story).

But the learning doesn't stop with the quiz. The answers are packed with important, detailed information on many aspects of safety and driver awareness. For instance, did you know that speeding is the most common driver

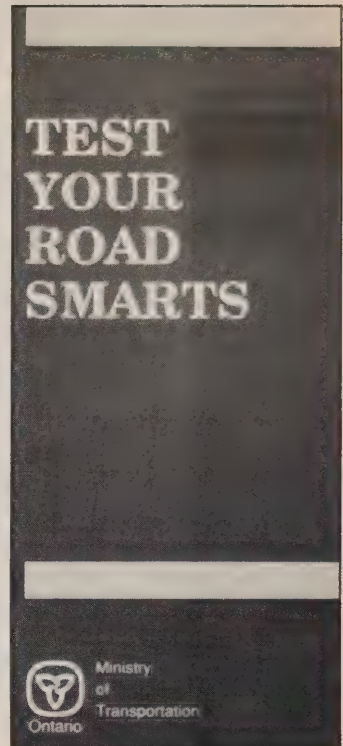
error in fatal collisions? As well, on the pamphlet's back cover you'll find a variety of safe driving tips.

"Test Your Road Smarts" is being distributed through licence issuing offices, district offices and on request. It can also be found at auto shows and various exhibitions.

Kicked off the week before the Victoria Day weekend (historically a high-accident time of year), the "Drive Safely" initiative features a series of sombre yet powerful radio commercials aimed at young drivers. They are being complemented by the distribution of road safety articles in several languages.

If you would like copies of the brochure (French version also available) please call 1-800-268-0637.

And the answer to that first question? It's "C". Even though trucks are larger and on the road more than most types of vehicles, they have fewer collisions per kilometre.



Cycling Tips

As soon as the snow and ice leave the roads, it seems everyone is in a hurry to get on their bicycles. But to fully enjoy cycling, there are a few important tips that shouldn't be overlooked.

Cyclists should check their bikes regularly to make sure everything is in good working order. Riding a bike that needs repairs could cause an accident or injury.

For your own safety, wear an approved bicycle helmet -- it can greatly reduce the risk of permanent injury or death in the event of an accident.

Before heading out, make sure:

- the brakes work (your bike must have at least one brake system on the rear wheel)

- the horn or bell works;
- your handlebars and headset are tight and your front wheel turns easily;
- all bolts are tight;
- tires are inflated to the recommended tire pressure;
- the chain is not sagging;
- shift levers move easily;
- spokes and wheels are not bent or broken.

Once you're on the road:

- You must obey all traffic signs and signals. Your bicycle is a vehicle under the Ontario Highway Traffic Act and as a bicycle driver, you have the same rights and responsibilities as other road users.

- Ride close to the right-hand side of the road unless you are turning left or passing another vehicle. Be careful around parked cars to avoid colliding with opening doors.
- Before turning or changing lanes, carefully check over your shoulder. Make sure you use the proper hand signals. Let other drivers know your intentions.
- If you ride between on-half hour before sunset and one-half hour after sunrise, your bike must be equipped with a white or amber front light and a red rear light or reflector. Also, use pedal reflectors and white and red reflective strips on your front and rear forks. Make

Drunk driving still a growing concern

By Nicole Kitchener

Alcohol remains the leading cause of collisions on Ontario roads, according to the recently-released 1988-1989 Ontario Road Safety Annual Report (ORSAR).

Alcohol was present in 42 per cent of the drivers killed in 1988 and 38 per cent in 1989. Although the number of alcohol-influenced drivers has steadily decreased since 1981, it is still the number one preventable cause of collisions.

Changing attitudes toward drinking and driving have played a major role in spurring legislation to deal with it. Over the past few years, impaired driving penalties have become a lot tougher. Longer licence suspensions, increased fines and heavy prison terms are making people more aware that impaired driving is a criminal offence.

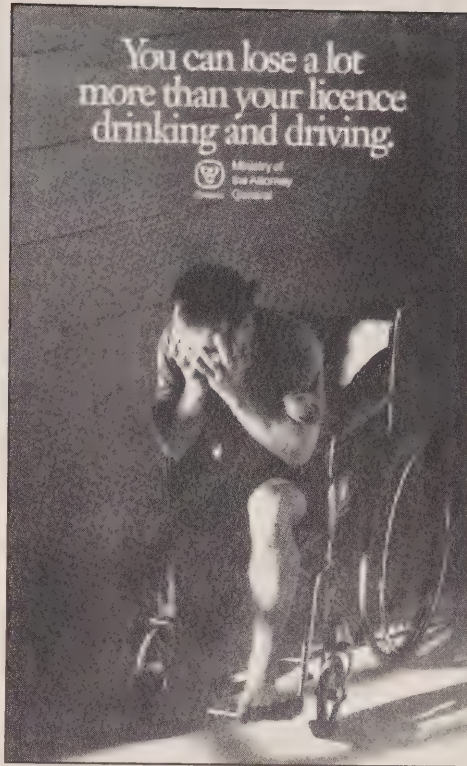
These stricter measures have resulted in a 60 per cent decrease in alcohol-related collisions since 1981.

Maintaining awareness of the dangers - and penalties - of drinking and driving is the mandate of the RIDE (Reduce Impaired Driving Everywhere Program). Chances are you've already been pulled over for a random roadside check as part of RIDE. These take place year-round but are increased during the holiday season and long weekends. If a RIDE officer suspects you are impaired, you will be asked to blow into an electronic screening device. Known as ALERT, it determines your blood alcohol level.

Refusing to perform the test is an offence in itself. In 1988 and 1989, 28 convictions for failing to provide a roadside breath sample were issued.

"If the device indicates that you have more than 80 mg of alcohol per 100 ml of blood in your system, you'll be arrested and taken to the police station for more breath tests," says Metropolitan Toronto Police Sergeant Alan Armstrong, Coordinator of the Toronto RIDE program.

Although it depends on your body weight and sex, generally it takes



The above is one of a series of ads from the Ministry of the Attorney General's drinking and driving summer ad campaign.

about one hour for your body to eliminate the alcohol consumed in one standard serving of alcohol (341 ml of beer, 142 ml of wine, 43 ml of liquor) and for your blood alcohol level to return to zero.

Under law, the minimum penalty for your first offence is a \$300 fine and three months prohibition from driving. On top of that, Ontario's Highway Traffic Act requires a one-year licence suspension, for a total of 15 months without driving privileges. Your second conviction will bring a minimum 14 days in jail, six months' driving prohibition and a two-year licence suspension.

"For all subsequent impaired driving offences, the minimum penalty is 90 days in prison, one year prohibition from driving and your licence will be suspended for three years," says Armstrong, adding that fines and licence suspensions can be increased at

the judge's discretion.

The maximum penalty for first, second and subsequent offences is a \$2,000 fine, six months in prison and three years' driving prohibition.

If you injure or kill someone while impaired, penalties are even more severe. You could be charged with manslaughter, criminal negligence causing bodily harm or death. In this case, maximum penalties range from 10 to 14 years imprisonment, 10 years prohibition from driving, heavy fines and (of course) a criminal record.

ORSAR statistics show that alcohol-related convictions numbered 30,726 in 1988 and 32,228 in 1989. While recent trends point to decreased drinking and driving, this latest figure indicates a five per cent increase in convictions.

According to the Insurance Bureau of Canada, your insurance company is not required to cover you if you're involved

in an accident while impaired or if you drive while under licence suspension. Once convicted, you're placed in a 'high risk' category and will face increased premiums at renewal time. And it is illegal for Ontario drivers to drive without automobile insurance.

Other findings of ORSAR indicate:

- that the severity of crashes increased with alcohol involvement;
- drinking was less of a factor in collisions as age increases;
- more than half of alcohol related convictions were registered against second or third time offenders.

If you would like a copy of ORSAR, please contact: MTO, Communications Branch, 1201 Wilson Avenue, Downsview, Ontario M3M 1J8 (416) 235-2771.



All systems go with high-tech COMPASS technology

If you are comparing technological leaps forward, the Highway 401 COMPASS Traffic Management System rivals the first traffic signal introduced to Ontario back in 1925.

Traffic signals were a high-tech marvel in the second decade of this century. They dramatically improved vehicle flow, reduced accidents and enhanced the safety of pedestrians at busy city and highway intersections.

As we travel toward the 21st Century, COMPASS technology is expected to do no less for drivers on the congested Highway 401 and other freeways in Metro Toronto. While it won't mean the end to rush-hour congestion, it's one way to make the situation a little better.

The initial 16-kilometre phase of the system between Martin Grove Road and Yonge Street went into operation on January 30, 1991.

NOT NEW

"Freeway traffic management isn't a new concept - systems in one form or another already exist in large U.S. cities and in Europe, as well as on the Queen Elizabeth Way in Mississauga and Burlington," said

Peter Korpala, head of the Freeway Traffic Management section.

The first traffic management system to use fibre optics for communications, COMPASS employs a "changeable message" technology, allowing messages to be quickly altered from the control centre. The signs use LEDs (light emitting diodes), tiny light clusters that are highly visible at all times of the day.

Approximately 70 per cent of the COMPASS hardware was either designed or manufactured in Canada. According to Peter, there is good potential for marketing this home grown technology in the U.S. and elsewhere.

ACCIDENT REDUCTION

The major benefit for 401 motorists includes an estimated 20 per cent or better reduction in accidents, mostly secondary collisions which result from traffic disruptions. By moving accidents off to the side of the road, the disabled vehicles aren't targets for moving traffic.

And, since roughly 60 per cent of congestion on Highway 401 is caused by accidents or breakdowns,

reduced delays mean motorists can arrive at their destinations earlier.

COMPASS also means that, for the first time, motorists on Highway 401 will have changeable message sign information about lane blockages ahead, giving drivers the option of transferring between collector and express lanes to avoid problem areas. This early warning is important on a highway with traffic counts of up to 350,000 vehicles a day.

Other benefits can't be measured as easily - reduced driver frustration, fewer delivery delays for trucks, decreased fuel consumption, fewer exhaust emissions - all because freeway traffic moves more smoothly.

COMPUTER LINKS

COMPASS is composed of several computer-linked components - 650 vehicle sensors embedded in pavement, 19 closed-circuit television (CCTV) cameras, 13 changeable message signs - all monitored from a high-technology traffic operations centre at MTO's Downsview headquarters. Twenty-one operators staff the centre on a 24-hour, seven-day a week basis,

checking for mishaps, stalled and abandoned vehicles. OPP officers are also assigned to the centre to liaise with the operators.

When COMPASS alerts operators to a highway problem, an MTO Emergency Patrol truck is dispatched, towing services are contacted or the appropriate emergency service - fire, police, ambulance - is alerted.

LOST TIME

Ministry traffic experts estimate that every one minute delay caused by a lane-blocking incident (a fender-bender accident, for example) translates into four to 10 minutes of lost travel time for motorists.

This figure is highly significant when you consider an estimated 26,000 incidents occurred on the Martin Grove Rd. to Yonge St. section of Highway 401 in 1990.

Fast identification and response and removal of lane blockages will improve traffic flow, especially during heavy rush hour periods.

SYSTEM EXTENSION

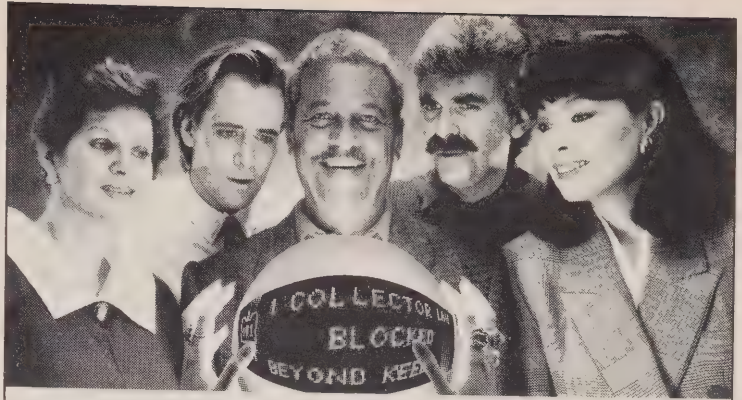
Expansion of the Highway 401 COMPASS system over the next several years is planned. CCTV coverage between Yonge Street and Warden Avenue is already in operation with slow-scan camera coverage to Highway 2A/Port Union Road.

Plans include full operating capacity of the system to Kennedy in Scarborough by late 1992 and to Renforth Drive in Etobicoke by mid-1992. Ultimately, COMPASS will extend from Brock Road in Pickering to Winston Churchill Blvd. in Mississauga.

As each section of the new Highway 407 (currently under construction) opens to motorists over the next decade, it will have a built-in COMPASS system as part of its design.

Other sections of Metro Toronto-area freeways are also slated to have COMPASS in future years, including Highways 427, 409, 404, 403 and 400.

Master control of the existing system on the Queen Elizabeth Way (Royal Windsor Drive to Highway 427) could be transferred to the Downsview traffic operations centre at a future date.



INTRODUCING COMPASS. THE 401 TRAFFIC MANAGEMENT SYSTEM THAT CAN TELL YOU WHAT'S AHEAD.

As a motorist who uses Highway 401 between Martin Grove Road and Yonge Street, have you ever wished you had a crystal ball that could tell you what traffic conditions were like ahead?

Well, the Ministry of Transportation has something even better.

A new freeway traffic management system is in place. It's called COMPASS and is designed to help manage traffic flow and ensure a safer, smoother drive for everyone.

What is COMPASS?

COMPASS consists of state-of-the-art changeable message signs, TV cameras, traffic sensors, computers, and a communications link with the police, ambulance, fire departments and traffic reporters — all coordinated from a sophisticated operations centre.

How does COMPASS work?

From the operations centre, COMPASS operators monitor the traffic flow and volume through the use of sensors in the pavement. With the help of live TV cameras, operators can confirm problems and inform drivers of traffic conditions ahead by displaying information on the changeable message signs located along the 401.

Using this information, drivers can: adjust their speed to traffic flow, consider alternate routes, even move to collector or express lanes — depending on the traffic conditions the message signs have indicated.

When it is necessary, COMPASS operators will also dispatch the appropriate emergency assistance vehicles and personnel to motorists in need of help. Any time of the day or night.

How can COMPASS help you?

COMPASS is not the final answer to all our traffic problems, but can help in many ways such as: reduce congestion and delays during rush hours and emergency situations thereby reducing the number and severity of accidents; improve the response time of emergency vehicles and motorist assistance services; increase traffic information available to drivers on and approaching the 401; improve safety during highway maintenance and reduce fuel consumption and vehicle emissions.

Of course, knowing your route options, pulling onto the shoulder if you have a problem, and using the information on the changeable message signs is vital to having COMPASS work for you.

Now you don't need a crystal ball to know what traffic conditions are ahead of you. Just COMPASS.

If you'd like more information about COMPASS, Highway 401's new freeway traffic management system, please call 235-2771 or 1-800-268-0637.

Alternatively, you may write to The Ontario Ministry of Transportation, District 6, Head of Traffic Operations, 1st Floor, Atrium Tower, 1201 Wilson Avenue, Downsview, Ontario M3M 1J8 for a free brochure.



Ministry
of
Transportation
Ontario

COMPASS

We're looking out for you

Safety Tips ...

Daytime Running Lights

Don't just light up the night, light up the day too. You might save yourself some money or even a life.

"Daytime Running Lights" refers to the use of either low beam headlights or specialized low intensity white or yellow lights widely spaced on the front of the vehicle. These running lights are intended for daytime use only, under conditions in which headlights would not normally be used.

Lit vehicles are more visible

Daytime running lights increase the visibility of a vehicle during daylight hours and are not a means to see the road better. Lights on an approaching vehicle provide a contrast between the moving object and the background. This is particularly important at dawn and dusk periods, when there is a loss of colour perception. Even in bright sunlight, a lit vehicle is much more likely to show up against its surroundings than an unlit vehicle.

It has been estimated that 45 per cent of accidents are associated with the failure of road users to detect the presence of a vehicle in traffic, or to correctly judge its speed and position. This is true of pedestrians crossing roadways, as well as cyclists and drivers of motorized vehicles.

Speed and position easier to judge

In studies, experienced test drivers consistently judged unlit vehicles to be further away than they actually were. If motorists use daytime running lights, it is easier to judge their speed and position on the road and, therefore, passing,

merging and intersection manoeuvres can be made more safely. In addition, when drivers see a lit vehicle approaching them in daylight, they tend to move to the centre of their own lane, away from other traffic lanes.

Proven advantages prompt legislation

In North America, the use of daytime running lights on motor-

the use of daytime running lights in Canada has the potential to reduce daytime multiple vehicle collisions by 10 to 20 per cent. This is equivalent to a three to six per cent drop in the overall annual accident rate and savings of up to \$50 million annually in related losses.

Daytime accident reduction not only saves in costs to society - medical and legal costs, enforcement time and effort, person-hours lost in production, and trauma from physical and emotional impairment - it also yields savings in repair costs to individuals and companies operating fleets of commercial vehicles or company cars.

Fleet studies of "lights on" policy

A fleet study conducted by the Insurance Institute for Highway Safety in the United States involved more than 2,000 equipped daytime running light vehicles. These vehicles had 22 per cent lower crash rates than unmodified vehicles.

In 1979, the Checker Cab Company in New York City, which had a 24-hour "lights on" policy, compared their accident rates with those of the Yellow Cab Company which did not have a "lights on" policy. Checker Cabs had fewer collisions. Similarly, Greyhound buses experienced a decrease in daytime collisions when the company decided to use daytime running lights. The Toronto Transit Commission has operated its buses and streetcars with lights on in the daytime for a number of years as an accident reduction measure.

For more information on daytime running lights, contact the Ministry of Transportation's Safety Coordination and Development Office at (416) 235-3585.



cycles has been mandatory for several years. However, the proven value of daytime running lights in decreasing vehicle collisions prompted Ontario, in December 1984, to extend mandatory use of headlights on all motor vehicles to one-half hour before sunset to one-half hour after sunrise. And Transport Canada regulated that all North American cars manufactured after December 1989, must, by law, be equipped with daytime running lights.

Savings in accident reduction

Transport Canada estimates that

Ontario Signs Licence Deal

The Canadian Driver Licence Compact, a unique agreement among most provinces to exchange traffic offence information, was signed earlier this year by Ontario Transportation Minister Ed Philip.

Under the compact's terms, infractions committed under the highway traffic acts of each participating province will result in the application of demerit points to the driver's home province record.

"This agreement will have a positive impact on highway safety," said Philip. "It will ensure that motorists from all jurisdictions take full responsibility for their actions, even if they are not in their home province."

As of June 1, 1991, Ontario began exchanging traffic offence conviction information with Manitoba, Alberta and Newfoundland.

All provinces and territories, except for Quebec and British Columbia, have signed the Compact. B.C. is expected to sign the Compact soon and Ontario currently has a separate agree-



Ontario Transportation Minister Ed Philip signs Canadian Driver Licence Compact.

ment with Quebec on the exchange of driver conviction information.

As well as the safety-related benefits of enhanced traffic law compliance, the agreement offers easy transfer of driver licence information for people relocating to other provinces.

"The agreement also supports a one driver/one record concept,

which the Canadian Council of Ministers Responsible for Transportation and Highway Safety is actively working towards," said Philip.

Meanwhile, Ontario is pursuing a non-resident violators' agreement with New York State and will soon enter into negotiations with Michigan.

SAFETY BRIEFS AROUND THE WORLD

Netherlands - An extensive electronic toll system will be installed in the Netherlands areas of Utrecht-Rotterdam and The Hague-Amsterdam, if the government approves a proposal.

A network of 100 detection sensors will be installed along principal streets. Functioning at peak hours, the sensors will count the number of vehicles equipped either with an electronic microchip placed in the number plate, or a box into which the motorist can place a credit card charged with a predetermined amount of money.

Each time a driver passes the electronic point, the motorist will pay, either by monthly billing by the

state or automatic deduction from the credit card, according to the distance. For example, the 60-kilometre journey between Utrecht and The Hague would cost \$20 CDN.

United Kingdom - Many of Britain's major highways, such as the M 25 beltway around London, are carrying more than double the number of vehicles for which they were designed. To help overcome this problem, the U.K. Transport Department has embarked on a congestion warning system program that alerts motorists ahead of time to take evasive action. The "Trafficmaster" has been licensed by the

DOT for installation on motorway bridges. Infrared sensors placed at two-mile intervals form the heart of the system. The average speed of traffic flow past each sensor is transmitted to a central control point which uses a radio paging network to relay the information to subscribers' in-car receivers. The location, speed and direction of the traffic problem is displayed on a portable dashboard screen in map form, and is automatically updated. As new information is received, an audio signal is emitted and the display automatically zooms in on a digitized area map to show a closeup of the problem.



Coming Events

April 30 - July 6

Professional Driving
Instructors Course
Centennial College
Contact: Phil Randell
(416) 749-4241

July 2 - 26, 1991

Driver Education
Teacher Preparation Course
Co-sponsored by Ontario
Ministries of Transportation and
Education and York Region
Board of Education.
(Prerequisite - Ontario Teacher's
Certificate.)
York University
Downsview, Ontario
Contact: Ann Cavaliere
(416) 736-5025
or Phil Randell
(416) 749-4241

Cycling Tips

(continued from page 2)

yourself as visible as possible.
Wear light-coloured clothing
and a reflective vest.

- Don't ride your bike on a pedestrian crosswalk or crossover. Check the by-laws in your area to determine whether you are permitted to ride your bike on the sidewalk.
- And remember - cyclists must, by law, identify themselves (name and address) when stopped by police for breaking traffic laws.

Spring safety initiative

(continued from page 1)

impress upon them the importance of driving safely and responsibly, we're likely to drastically reduce the number of accidents."

The safety campaign also includes communications with Ontario's ethnic communities. Articles will be translated into Chinese, Italian and Portuguese and provided to ethnic media. As well, features on traffic safety will be included in an upcoming issue of the Ministry of Citizenship's *The Ontario Times*, a newsletter produced for new Ontarians.

To support these initiatives, the Transportation Minister will be writing to a number of community leaders and individuals asking them to promote road safety at every opportunity.

The ministry's efforts compliment the first National Road Safety Week (May 17-23), sponsored by the Canada Safety Council, and Arrive Alive/Drive Sober Week (May 13-20), supported by the Ontario Community Council on Impaired Driving and the Ministry of the Attorney General.

Cycling (continued from page 1)

Please send your opinions or suggestions on these or any other cycling issues to:

David Hunt, Project Coordinator
Municipal Transportation Policy
Office
Ministry of Transportation
1201 Wilson Avenue
3rd Floor, West Tower
Downsview, Ont. M3M 1J8
Tel: (416) 235-4174
1-800-268-0637
Fax: (416) 235-5224

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Nom _____

Adresse _____

Code postal _____

Téléphone _____

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Contact: Rosa DiCarlo at (416) 235-4889 or 1-800-268-0637

ontario traffic safety

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Ontario Traffic Safety

by Rita Cicero

To identify reckless drivers and those who didn't pay their road taxes, licence plates were introduced early in 1903. That year, Ontario issued 178 licence plates (patent leather badges with aluminum numbers) at a cost of \$2 each.

The first official road map was published in 1923. By 1925, all provincial highways were numbered and warning signs were in place for crossroads and curves.

(continued on page 4)

by Bruce Wells

MTO is developing a mandatory periodic commercial vehicle inspection program for implementation. Under this new

(continued on page 2)

Letters

Dear Editor:

In the Spring/Summer issue of Ontario Traffic Safety, the article on impaired driving ("Drunk driving still a growing concern") attributes potentially misleading information to the Insurance Bureau of Canada. The article correctly states, "your insurance company is not required to cover you if you're involved in an accident while impaired or if you drive while under licence suspension." However, this exclusion applies not simply "according to the Insurance Bureau of Canada," but rather, because it is encoded in the statutory automobile insurance policy.

While the wording of your article is not technically incorrect, it may imply that there is some room for "leniency" in the interpretation of coverages by insurers in cases of impaired driving. In fact, there is none.

Jim Harries
Manager, Public Affairs
Insurance Bureau of Canada

Editor's note: Section 2.40 of the statutory automobile insurance policy states, "The insurer will not pay benefits under sections 2.22 and 2.29 in respect of the driver of an automobile at the time of the accident, if, as a result of the accident, the driver is convicted of operating the automobile while his or her ability to operate the automobile was impaired by alcohol or a drug, or of driving while his or her blood alcohol level exceeded the limits permitted by law...".

Dear Editor:

I have been concerned for some time with the issue of safety and the young driver. Recent accidents involving 16- to 18-year-olds has brought this issue once again to the forefront.

As a mother of nine children, all now adults, and a resident of a rural area, I had to make decisions and rules dealing with driver licences as each reached the magic age of 16.

The first decision was that experience in driving in all weather conditions, winter and summer, was necessary in order to adjust driving habits. The rule was that each child was restricted to a learner's permit for one full year.

The second rule was that a car was for transportation — not just a bigger, more expensive toy, and so not available to fill in time with "joyriding".

I believe that learner's permits should be in force for one full year, for the above reasons, and to allow for more experience before going solo.

And I firmly believe that new drivers 18 and under should be restricted to daylight hours, as is the case in some jurisdictions.

If the above restrictions were in place, obtaining a driver licence would have more connotations of a privilege, with responsibilities involved.

We need to look seriously at the training of our young drivers as to how we can improve their skills in becoming safer and more responsible.

Edith Fuller
(Former) Mayor
Town of Haldimand

Editor's note: At present, learner's permits in Ontario are valid for one full year. However, drivers have the option of taking the driving test before the full year is up. All new drivers, regardless of age, are under a two-year probationary period. Should the new driver accumulate six demerit points during the probationary period, his or her licence will be suspended for 30 days.

(The following letter was addressed to Ed Philip, former Transportation Minister).

Dear Minister:

I noted with interest the Spring/Summer issue of *Ontario Traffic Safety* and wish to commend you and your staff for the many initiatives listed there, particularly the hard-hitting advertising campaigns.

I recall your outlining some of these campaigns to me at the recent Ontario Traffic Conference in our city and I want you to know that I support your initiatives completely.

William S. Smeaton
(Former) Mayor
City of Niagara Falls

Correction...

In the previous issue of Ontario Traffic Safety ("Drunk driving still a growing concern") we said the penalty for your first impaired driving offence is \$300 and 15 months without driving privileges. It's 12 months without driving privileges. And, if you injure or kill someone, you could be charged with impaired driving causing bodily harm or death (not manslaughter or criminal negligence) and face up to 10 to 14 years imprisonment.

Truck maintenance

(continued from page 1)

program, commercial vehicles will be required to have an annual inspection at any garage or maintenance facility licensed as a Motor Vehicle Inspection Station.

"An inspection sticker will signify that the vehicle has recently been safety inspected, and the sticker will be recognized across Canada," said Merkle.

Inspection requirements for vehicles in the over-22,000 kilogram category will be enforced starting in January 1992, in the over-10,000 kilogram category in January 1993 and in the over-4,500 kilogram category in January 1994.

From road builder to regulator: Alex Kelly is the new Assistant Deputy Minister of MTO's Safety and Regulation Division

by Bruce Wells

A member of the MTO team for more than 30 years, Alex Kelly joined the ministry in 1958 as a practising engineer and has held progressively responsible positions at the district, regional and head office levels.

Most of Kelly's assignments involved planning, design and construction of Ontario's provincial highway system. His road-building career led him to the post of Assistant Deputy Minister of Construction and Engineering in 1987, which later became the Provincial Highways Division. Now after 33 years with the ministry, his career has taken a dramatic change in direction.

As the new ADM of MTO's Safety and Regulation Division, Kelly now oversees road users rather than road builders. He spoke with *Ontario Traffic Safety* about the challenges his new post presents during a time of change within MTO.

Q. For most of your career, you have been immersed in all aspects of highway construction. What does this new assignment represent to you?

A. Career-wise, there's no question, this is the most dramatic change for me since joining the ministry. I've moved from a purely technical engineering discipline, where things are controlled by applied science, to an area where the issues are broader in that they deal with human behaviour and the interaction between people, vehicles and the highway system.

Q. How are you dealing with such a dramatic personal change and how is the organization dealing with it?

A. Change is valuable to any organization. People with different backgrounds assume new positions — they approach issues and questions from a different perspective. The ministry benefits from a fresh approach to issues and challenges.

For me, there's some adjustment as far as the issues are concerned, but the processes are similar.

Safety and Regulation does a great deal of project planning and

policy development. This process is very similar to the detailed engineering processes I've already experienced. Dealing with something from conceptualization to implementation is something I've been doing for 30 years — it's a skill I will be able to apply here.



Q. Your CV states that you will bring a "fresh view of solutions to unmet challenges" — what is the primary challenge facing the Safety & Regulation Division?

A. The main challenge facing my division is not new, nor is it specific to the ministry alone. We need to provide a safer driving environment that encompasses all aspects of driving. Integrated decision-making is the key to bringing these related elements together. We must take a holistic approach to highway design, vehicle design, driver education and re-training, and most importantly, individual and public attitudes towards driving.

Q. What is your personal philosophy towards driver training?

A. The operating environment on both highways and roads is very complex. The critical decision makers are, of course, the drivers. The public expects the ministry to ensure that new drivers know the rules and regulations which govern driving and have obtained the appropriate operating skills before being given the privilege of driving. These are matters that can be and should be measured. It is an extremely important part of our mandate.

The need to address driver attitudes, particularly with respect to aggressive behaviour, is an unmet challenge. I recognize that these negative attitudes are universal. All jurisdictions in the world have this challenge. Knowing this, we must work with other jurisdictions to establish major educational and attitude changing programs. The success of these programs will be the key for major advances in road safety.

Q. A system of graduated licensing has been proposed in the past. Can we expect to see such a system implemented?

A. The ministry is examining a graduated licensing program. We have already discussed the basic elements of similar programs adopted by other agencies. This discussion took the form of focused meetings with groups that have in the past shown an interest in driver safety.

We will be discussing these concepts with the government. Part of our discussion will deal with the need for a wide range of public consultation.

Q. A government-wide study of customer service is currently under way. What changes can you foresee within your division to enhance customer service?

A. We deal annually with every driver in Ontario, and there are more than six million drivers. Millions of business transactions take place as part of the licensing process, and tens of thousands of people come into direct contact with our staff.

We want to take advantage of new computerized technology to provide the public with easier access to transactions. Our objective is to have client contact only with those members of the public who need direct personal contact.

Those people who are excellent drivers and who perform responsibly should have the option to obtain convenient and quick customer service in a local setting.

75 years of safety at MTO

(Continued from page 1)

With the growing popularity of cars, it became obvious that laws would be required to regulate their safe operation. In 1923, the Highway Traffic Act came into effect, passing a number of traffic laws and regulations that were similar to those in effect today.

Some of these laws included registration fees, speed limits, minimum driving age, requirements for front and rear lights, mufflers, rear-view mirrors and the regulation of the size and weight of commercial vehicles.

Penalties were also introduced for driving while intoxicated, reckless driving or leaving the scene of an accident.

SPEED TRAPS

Municipal constables resorted to "speed traps" to catch motorists travelling faster than 20 mph on provincial roads. One device used to stop speeders was to throw a plank, studded with nails, in the path of an oncoming motorist. If he could stop before the plank, he was driving within the speed limit. If not, the driver would receive a speeding ticket in addition to at least one flat tire.



Department of Public Highways steam roller, 1918

Snow removal was tried for the first time in 1920 at a cost of 82 cents a mile. At the time, it was little more than a cleared path down the middle of the road.

The first traffic signals didn't appear until 1925 in Hamilton at the intersection of King and Main Streets and later that year at Toronto's Yonge and Bloor intersection.

General licensing for all drivers began in 1927 at a cost of \$1. They

were first issued without examination upon completing an application form. The requirements were: 16 years of age or over; continuous driving experience for more than six months and 500 miles; no disabilities that would affect one's driving.

By the end of the 1920s, 562,500 people (11 per cent of Ontarians) owned a vehicle.

The Department of the Attorney General assumed traffic enforcement duties in 1930, placing the responsibility under the Commissioner of the Ontario Provincial Police.

WHITE LINE

In that same year, the broken white line was introduced to delineate the centre of the road. A first in Canada, this innovation was pioneered by Department of Public Highways engineer J.D. Miller, who later became Deputy Minister.

Winter maintenance improved as the years passed. In 1947, radio telephones were introduced on snow-plowing equipment in Toronto district to aid in winter maintenance. To provide even better service to the public, the Department introduced the teletype system in 1948 as the core of its new Winter Road Reporting Service.



Ontario's first licence plate issued in 1903

In an effort to examine and improve road safety, the department's Tom Mahoney developed a system in 1949 to keep track of, and determine causes of, road accidents.

The number of vehicles grew to one million by the end of the '50s. The demerit point system was introduced in 1959 for Ontario drivers. This system, which assigns point values for traffic violations by degree of seriousness, was established as a means for the ministry to identify high risk drivers and take action to encourage drivers to correct their driving behaviour.

HIGHWAY 401

In 1950, the Trans-Canada agreement was signed and 43 projects were started. Plans were also started for a new east-west divided highway from Windsor to the Quebec boundary. This became Highway 401 in 1952, and was officially named the Macdonald-Cartier Freeway in 1965.

Also in 1952, Highway 400 from Toronto to Barrie was opened. Highway 400's slight roller coaster contour and almost imperceptible curves were designed to prevent highway hypnosis for the safety of motorists.

Prior to 1973, car owners were presented with a new set of plates every year when they renewed their licences. In 1973, permanent plates were issued, carrying a plastic renewable date sticker in the upper right hand corner.



Speed limits change, 1976

More interesting highlights in the ministry's history:

- In 1976, Ontario speed limits dropped from 70 to 60 mph and from 55 and 60 to 50 mph in an effort to improve highway safety. With the introduction of mandatory seat belt use during the same year, Ontario saw traffic related deaths drop by the end of that year to their lowest level since 1964.
- By 1981, the probationary status for all new drivers was implemented along with a change in recording demerit points.
- On January 1, 1986, the new photo driver licence system came into effect to prevent suspended

drivers from borrowing or stealing other people's licences.

- Special licence plates for persons with disabilities became available in 1982 and, in 1990, were changed to portable permits for placement on a car's sun visor (when parking), allowing them to be moved easily from one vehicle to another.
- The first stage of the child restraint law came into effect in 1982, requiring all newborns and preschoolers to be secured by child safety seats and lap belts. A year later, the second stage of the legislation required all children to be restrained.
- In 1986, a project was started on the QEW to manage traffic and improve safety on urban freeways. Through the use of vehicle sensors in the road and television cameras mounted above the highway, the ministry could now monitor traffic and display information to motorists.
- Compass, a similar type of freeway traffic management system, was officially opened on a 16-kilometre section of Highway 401 in the Toronto area in February 1991.
- A 1991 survey by Transport Canada showed that 80 per cent of Ontario drivers wear seat belts, up from 72 per cent just six months earlier.
- Also in 1991, the Canadian driver licence compact was signed to exchange traffic offence information among most provinces.



Toronto district Traffic Operations Centre, 1991

by Garry Williamson

The big difference from the early days is that there are more highways and many more vehicles using them. Through the years the ministry has strived to clear our highways of snow and ice in a safe and efficient manner.

There are many things, some not necessarily seasonal, that you can do to prepare for the months ahead.

Don't rush - Allow extra time to get ready and to reach your destination. Check the weather forecast before departing.



Keep your distance - Increase the distance between you and the vehicle ahead by three to four times to allow for safe braking.

Anticipate - Look ahead as far as possible for stop signs, traffic signals and changes in traffic.

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Ontario to develop Road Safety Organization aimed at saving lives

by Patti Skrypek

Ontario will develop a new Road Safety Organization aimed at saving lives and reducing injuries on the province's roads.

Transportation Minister Gilles Pouliot recently announced that the government will develop an organization to improve road safety by enhancing driver behavior and awareness, and developing programs and policies that will reduce traffic collision and fatality rates in the province.

URGENT NEED

The organization will work closely with private industry and community groups — sharing advice and information, and identifying opportunities to develop and fund new and enhanced safety programs.

"There is an urgent need to improve road safety. In Ontario, someone is injured every four-and-

a-half minutes and someone is killed every seven hours in motor vehicle collisions," Pouliot told the Ontario legislature.

"It has been proven that well-planned road safety programs save lives," he added. "By making road safety and improved driver skills a priority, the organization is expected to significantly reduce Ontario's traffic fatality and injury rate.

SAFER ROADS

"Fewer and less severe collisions will save Ontarians significant personal trauma as well as money. An estimated \$4 billion a year is spent in health costs, loss of income resulting from injury and associated insurance claim costs."

Both Pouliot and Brian Charlton, who recently announced the government's plans for auto insurance reform, indicated that safer roads would contribute to

reduced or stabilized insurance claim costs.

The Road Safety Organization will also improve customer service — making it easier for Ontario drivers to complete transactions such as renewing their drivers' licences and vehicle registrations.

DISCUSSIONS

"We will be consulting with the ministry's private licence issuers," the minister said. "We will involve them in discussions as the organization develops.

"The new organization will not duplicate existing services. It will take over all existing road safety programs and customer services currently provided by the Ministry of Transportation."

The organization is expected to be fully operational within two years.

SAFETY BRIEFS AROUND THE WORLD

CHINA - China's fifth expressway, the recently opened Shenyang-Dalian highway, brings the total length of expressways in the country to 460 km.

"That's not a great number, but it marks a good beginning," said Zhou Ming, an official in the Ministry of Communications.

The new expressway has four lanes with a design capacity of 50,000 vehicles a day at a speed of 120 km per hour.

When China started building expressways in 1984, the main purpose was to assist its economic development. China's rapid growth in the past 10 years has created an even greater need for roads.

Although China's road network extends nearly one million kilometres, most of the roads are lightly paved or seal-coated and average only four to eight metres in width. The country's ever-increasing population, now 1.16 billion, has made traffic conditions difficult. In some places vehicles travel a maximum of 30 km/hr.

U.S. - A private school in Virginia, owned and operated by the Kingdom of Saudi Arabia, was able to reduce its vehicle insurance rate by 60 percent thanks to the school's successful accident-prevention program.

The Islamic Saudi Academy (ISA) owns, operates and maintains a fleet

of late-model buses that provide door-to-door transportation to nearly all the school's 800 pre-kindergarten to Grade 12 students.

All ISA buses are equipped with the following safety features: a safety belt for every passenger, roof vents (escape hatches), eight lamp warning lights, stop arms, crossing guard arms, pop-out emergency windows, security vandal locks, two-way radios and dashboard-mounted total lighting system monitors.

The school's accident investigation unit analyzes all accidents, and provides drivers involved in an accident with counseling and remedial training.

Coming Events

Professional Driving Instructor's Courses

Centennial College, Scarborough
January 28, 1992 - April 4, 1992
10 week - Part time

April 28, 1992 - July 4, 1992
10 week - Part time

Contact: Phil Randell
Tel.: (416) 749-4241

Motor Fleet Safety for Supervisors

January 5-9, 1992
Tempe, Arizona

Contact: Office of Executive Director
A364 Engineering Bldg.
Michigan State University
East Lansing, Michigan
48824-1226
Tel.: (517) 353-1790

Winter...It's back!

(continued from page 6)

Be seen - Turn on your headlights in bad weather. Better yet, keep them on at all times to make your vehicle more visible.

It's also important to prepare your car for winter. From tires to trunk, a "winterized" car will help ease your mind should the unexpected happen. Proper tuning of your vehicle is important. Check to make sure all mechanical functions like transmission and brakes and electrical components like lights, signals, heater and defrosters work properly. Check the antifreeze, oil, brake, transmission and windshield washer fluids.

As an added precaution, pack an emergency kit for the car. Make sure you have the essentials: an ice scraper and snowbrush; shovel; bag of sand, kitty litter or traction mats; battery jumper cables; flashlight; blanket; extra clothing; packaged

food that will stay fresh such as boxed juice, chocolate bars or granola; emergency flares or reflectors; tow chain or rope; candle and matches.

While driving this winter, please watch for the flashing blue lights on our plows and sanders. They travel at slower speeds. Slow down and give them room to do their job.

As always, drive with care, show courtesy and use common sense when you take to the road.

Again this winter, the Ministry of Transportation is working to ensure that our highways are safe for everyone — regardless of the weather.

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ontario traffic safety

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Photo by Rick Radell

Cycle safely

by Liliana Nasato-Zompanti

More and more people prefer bicycling over other modes of transportation. It's efficient, environmentally friendly and good exercise. In fact, cycling can be so much fun that the safety aspect is often forgotten.

Too many cyclists fail to give biking the same respect they give driving a car. Think of it. How safe would it be to drive a car without lights or reflectors? Without a horn, or signalling the intention to make a turn? What would happen if cars started driving along the sidewalks or drivers ignored traffic lights and signs?

Under the Ontario Highway Traffic Act, a bicycle is a vehicle and cyclists have the same rights and responsibilities as other road users. Those responsibilities include obeying all traffic signs and signals.

The more road users conform to this (cyclists and motorists) the easier and safer it will be to share the road with each other.

Remember these important tips before taking your bike out this spring and summer: make sure all parts of your bike work properly (brakes, chain, handlebars, wheels, lights, seat, etc.); get a tune up if it needs one; make yourself visible with reflective clothing and tape, especially if riding at night; ride close to the right-hand side of the road and watch for parked cars; ride in single file; don't forget to signal turns and stops.

Most importantly, wear an approved helmet that fits properly and is comfortable to wear. Be a responsible cyclist.

(continued on page 3)

Driver violations exchanged between Ontario and New York

Ontario and New York have signed a traffic safety agreement to allow the two jurisdictions to exchange driver information concerning traffic violations.

The agreement is the first between the province and a U.S. state. It allows Ontario to record New York State convictions against Ontario drivers just as if the offences were committed in Ontario. Likewise, New York State will record Ontario convictions against New York drivers.

Ontario Transportation Minister Gilles Pouliot and Patricia Adduci, Commissioner, New York State Department of Motor Vehicles, signed the agreement of co-operation in March.

"The agreement will enhance highway safety while providing up-to-date information to law enforcement agencies," said Pouliot at the signing ceremony in Toronto. "It will also encourage compliance with laws in both jurisdictions."

Ontario is a member of the Canadian Driver Licence Compact and currently exchanges conviction information with Alberta, Manitoba, Newfoundland and Quebec. New York State already has a similar agreement with Quebec.

"We are opening the door to greater understanding and to a heightened sense of co-operation, not only between jurisdictions, but on the part of North American drivers as well," said Adduci.

Another objective of the agreement is to make it easier to exchange driver's licences for Ontarians moving to New York State and vice versa. Ontario now plans to work towards similar reciprocal agreements with other U.S. states.



Signs of summer are sprouting up green and yellow

by Garry Williamson

If you're a cottager, camper or commuter, summer brings one thing that many motorists dread...road construction.

It's that time of the year when work crews take advantage of warmer temperatures and the majority of road and bridge work on our highways gets under way.

This season you'll notice something new as you approach major construction on Ontario's highways. They're big, green and yellow and informative. They're the Ministry of Transportation's new construction information signs. They are replacing the blue signs that have long been associated with provincial highway projects.

Designed to help motorists understand, in plain language, major roadwork ahead, the signs include the type of work, an approximation of the area affected and most important to many people, the expected date of completion. The information on the signs reflects the most often asked questions at ministry offices.

"The new signs give clear details

of work in progress and that's good customer service," says Wil Vanderelst, Director of the Ministry of Transportation's Customer Service Branch.

Although not readily identified by the public as customer service, the signs play another important role. "They help remove the element of surprise for motorists," adds Wil. By alerting motorists in advance of construction sites, they are better prepared for a reduction in speed, possible slowdowns or change in road conditions.

All highway projects are reviewed by the Ministry of Transportation to ensure there are minimal disruptions and as little inconvenience as possible to motorists. However, sometimes restrictions and detours are necessary to get the work done.

The new information signs combined with the ministry's orange advance warning signs at construction sites enhance safety for both construction workers and motorists.

(continued on page 8)

Truckers Helpline —

Customer service is now just a phone call away

MTO has implemented Truckers Helpline Info Camionneurs, a telephone service that provides truckers with prompt and accurate answers to questions about Ontario trucking policies, regulation and licensing.

Transportation Minister Gilles Pouliot launched the new service at MTO's drivers and vehicle office in Sault Ste. Marie recently.

"Our new one-stop service will make it easier for truckers to get information and allow us to better serve the trucking industry," said Pouliot.

The helpline is available weekdays from 8:30 a.m. to 4:30 p.m. by dialling **1-800-663-8885**. It provides service in both English and French and is accessible anywhere within the province.

The Ministry of Transportation implemented the new service in response to concerns from Ontario truck owner-operators. The truckers asked for a service that would allow them to get their questions answered quickly without having to make phone calls to numerous offices.

"We appreciate that for truckers, the workplace is the road and any time away from their business hurts them — they need quick and easy access to information," Pouliot said at the launch. "The helpline is an example of our continuing commitment to respond to the needs of owner-operators and to open the lines of communication between the Ontario government and the trucking industry."

Calls to the information line are being answered by staff at Ministry of Transportation offices in Thunder Bay, North Bay, Kingston, Downsview and London, depending on where the call originates. If a question cannot be answered immediately, ministry staff will get back to the caller as quickly as possible with the required information.

Stickers displaying the number are being distributed through MTO offices, truckstops and truck inspection stations across Ontario. The ministry's enforcement vehicles will also display the number.

Cycle safely

(continued from page 1)

Getting the safety message across to young cyclists right from the time they first learn how to ride a bike is extremely important. It's necessary to teach a child that a bicycle is not a toy and can be very dangerous if not used properly. It is also a good time to introduce a bike helmet as a necessary piece of equipment for bike riding.

Dr. David Wesson, director of the Hospital for Sick Children's (HSC) trauma program and the HSC-Kiwanis Injury Prevention and Research Program, says at least 15 children die each year and more than 1,500 are injured in bicycling accidents. He says at least 70 per cent of the children involved in fatal accidents are at fault.

And if these statistics don't sound bad enough, it's important to remember these accidents and deaths occur in a relatively short period of time. Our cycling season generally lasts only five or six months.

LIKE SEAT BELTS

The doctor says it is important to recognize that even the best safety education can't always prevent accidents. This is why it is extremely

important for all cyclists to wear bicycle helmets. Like seat belts in a car, helmets should be worn at all times since you can never predict what might happen.

"The brain is as fragile as an egg in its shell," says Wesson. "If you shake an egg, then crack it open, you'll see that it's scrambled."

Hundreds of children have been left with permanent brain damage from bicycle accidents. Head and neck injuries are involved in 85 to 95 per cent of all cases. Yet, he points out, wearing a helmet could reduce these injuries 50 to 85 per cent.

PEER PRESSURE

Only a small number of young cyclists wear helmets or understand how necessary they are to their safety, says Mike Weir, a safety policy officer with the Ontario Ministry of Transportation. "What it boils down to is peer pressure," he says. "If you're wearing a helmet and your friends aren't, they'll call you names. It's just not cool."

A study done last year showed that fewer than five per cent of all Metro Toronto children wore helmets while cycling. The HSC-Kiwanis program is attempting to increase

that percentage.

The program has co-ordinated the Children's Bike Helmet Coalition. Its members are physicians, public health nurses and organizations, representatives of school boards, police, service clubs, governments, cyclists, retailers, Toronto City Cycling Committee, and other cycling organizations. They are all working together to increase bicycle helmet use among elementary school children (age 5 to 13) in the Metro Toronto area. The goal is to increase use to 40 per cent by 1994 while reducing fatalities and serious head injuries by 50 per cent.

"We can't afford not to promote bicycle helmets," says Laura Spence, assistant chairperson for the HSC-Kiwanis program. "The cost of head injury is just too high."

SAFETY APPROVED

The group recommends that when choosing a bicycle helmet for a child, look for a "safety approved" sticker inside the helmet. These helmets are tested and approved by such organizations as CSA (Canadian Standards Association), ANSI (American National Standards Institute) or the Snell Memorial Foundation. Again, it's very important to ensure the helmet fits and is comfortable.

The Children's Bike Helmet Coalition is in the second year of a five-year public awareness campaign, targeted to reach parents and children through doctors, schools, community groups, retailers and the media. It has recently produced bilingual 30-second public service announcements for television to encourage the use of bicycle helmets. The PSAs will be sent to TV stations in the Metro Toronto area by the end of March with a request to play them during prime adult/child time.

The Hospital for Sick Children and Kiwanis Injury Prevention and Research Program would like to hear from you if interested in purchasing these PSAs. Call (416) 598-6766 for more information about the announcements or the Children's Bike Helmet Coalition.



Hamilton area children learn proper hand signals.

Emergency response...



Photo by Brian Hicks

Seconds can save someone you love

by Rita Cicero

Every day, emergency vehicles across Ontario respond to urgent calls from the public. The call could be in response to an armed robbery in progress, a baby that has stopped breathing, or a house fire. Each of these calls requires a minimum response time. And any time that is lost getting to the scene of the emergency can be the difference between life and death.

How would you react if you were driving and the flashing lights of an ambulance or fire truck appeared in your rear view mirror? Chances are, if you're like most drivers, you would panic. And part of that panic can be caused because you aren't confident you know what you should do.

According to Ontario's Highway Traffic Act [section 159 (1)], on a two-way roadway with two or more lanes of traffic, drivers must bring their vehicle to a stop as near as possible to the right-hand side of the road and clear of any intersection. On a one-way street with more than two lanes for traffic,

drivers should stop their vehicle as near as possible to the nearest edge of the road, again, without blocking an intersection.

"The worst scenario," says Richard Hawkes, district supervisor with Metro Toronto Ambulance Services, "is when the driver of the car in front of the ambulance slams on the brakes and doesn't move out of the way." Not only does this slow down the emergency vehicle from getting to the scene, it can also cause a collision, possibly requiring another ambulance.

REMAIN CALM

Hawkes advises motorists to remain calm when they see flashing lights and hear a siren approaching. "It's important for drivers to use good judgment — slow down gradually, and when it is safe to do so, pull to the right so the emergency vehicle has a clear path."

Getting to an emergency through heavy rush-hour traffic can be a big problem. "It's not so much speed

that an emergency vehicle needs, but rather a clear passage way so it can get through without any problem," he says.

"Even if the ambulance or fire truck is travelling on the other side of the road, you still have a responsibility to get out of the way."

Mike Pakkidis who is also with Metro ambulance says motorists shouldn't assume the ambulance going in the other direction doesn't affect them. "The more space it has to get through traffic, the easier and safer it is."

It's also the law. Traffic in **both** directions must pull to the right and stop.

BE OBSERVANT

It's also important to be observant when you are going through, or making a turn at an intersection. Motorists are required by law to check what is happening behind them before making a left turn. If an emergency vehicle is approaching from behind, a motorist should not

Seconds can save

(continued from page 6)

try to complete the left turn but must proceed **straight** through the intersection and then pull to the right and stop.

"Too often drivers will just make the turn rather than pulling to the right," says Pakkidis. "This can cause an accident."

Drivers should always be alert and aware of their surroundings so that when an emergency vehicle does show up, it's not such a big surprise.

Playing the car stereo so loud that outside sounds are blocked out may cause a problem. In this case a driver won't hear the sirens — even if they are very close.

Says Pakkidis: "We can't tell people how loud to play their radios, but if it's going to be loud, be observant and check your rear view mirrors regularly. A good defensive driver should do this anyway."

The next time you see or hear an ambulance or any other emergency vehicle, remember what the law requires — pull to the right and stop. Every second you give the emergency vehicle counts. It could save someone you know and love.

Cancelled Dreams

For them no more tomorrows
Their future, dreamed in vain
Condemned to draw their final breath
In ugly shattering pain

No years of happiness and love
In the warmth of friends and kin
For today they lie the victim
Of someones' mortal sin

No graduation pride to share
Or the peal of wedding chime;
So many pleasures never known
Struck down before their time

And all the loved ones left behind
To mourn that cancelled dream;
Re-living all the horror
As they wake at night and scream

With only memories left to hold
From their brief time spent alive
A mindless waste, and all because,
Someone chose to "Drink and Drive"

Alex Graham
August 1991

SAFETY BRIEFS AROUND THE WORLD



ITALY — According to the Italian Automobile Club, almost half of Italians are such terrible drivers that they could not pass a driving test if they took it again. A poll of 12,000 drivers about rules of the road and basic mechanics found only 0.3 per cent got perfect scores and about 53 per cent ranged from "good" to "sufficient." Every year, there are about 300,000 road accidents in Italy, killing 6,600 people and injuring 220,000 others.

Source: Reuter

(Editor's note: A survey done in 1989 by the Ontario Ministry of Transportation found that Ontario's drivers generally are well-informed about the rules of the road and the correct ways to deal with common driving situations. The survey found drivers lacked knowledge on how to

estimate a safe distance when following behind another vehicle, and the correct method to pass a slower moving vehicle on a two-lane highway.)

CHICAGO (U.S.) — A new video tape vividly demonstrates the tell-tale eye movement that helps police officers determine whether they are dealing with a drunk driver.

The test, horizontal gaze nystagmus, is becoming a standard component of field sobriety tests employed by police forces to establish probable cause for arresting suspected drunk drivers. The drivers are then asked to submit breath analysis. It is often used in combination with a heel-to-toe walk and turn test and a one-legged stand to provide an initial assessment of a suspect's sobriety.

The video was created by the Committee on Traffic Court Program of the Judicial Administration Division of the American Bar Association and Kemper National Insurance Companies, as a training tool for judges, lawyers, police and others involved in enforcing drunk driving laws and trial of drunk driving allegations in courts.

The video demonstrates procedures with a camera placed close enough to the test subjects to clearly depict the differences between normal eye movement and the jerking movements associated with alcohol or other substance consumption. The test is being used, although less prevalently, to detect influence of substances other than alcohol.

Source: American Bar Association

Coming Events

Teacher Preparation Course in Driver Education

July 6-8, 1992

Prerequisite: Ontario

Teacher's Certificate

York University Centre for

Continuing Education

Downsview, Ont.

M3M 2R3

For further information, call

Anita Cavaliere (416) 736-5025

Driving Instructor Courses

12 week, part-time

Course begins: October 5, 1992

5 week, full-time

Course begins: August 10, 1992

Contact: Ron McCrae

Sheridan College

Mississauga, Ont.

Telephone: (416) 273-9571

American Association of Motor Vehicle Administrators - Region 1

71st Annual Convention

June 21-24, 1992

Royal York Hotel

Toronto, Ont.

For further information, call:

(416) 235-4118

Traffic Control Workzone Seminar

October 28, 1992

Holiday Inn

Scarborough, Ont.

Safety Officers Workshop

October 18-20, 1992

Location to be announced

For more information, contact:

Ontario Traffic Conference

Suite 121, 20 Carlton Street

Toronto, Ont. M5E 2H5

Tel: (416) 598-4135

Low Risk Driving Program

1 Day - 8 hours \$125.00

Sheridan College

Mississauga, Ont.

Tel: (416) 273-9571

Transportation Association of Canada (TAC) Annual Conference and Exhibition

September 13-17, 1992

Quebec City, Quebec

Theme: Transportation - A key to

Canadian Competitiveness

General inquiries: Gilbert Morin

2323 St. Laurent Boulevard

Ottawa, Ont. K1G 4K6

Tel: (613) 736-1350

Vehicle Accident Investigation Course

September 28-30

Contact: Ed Moore

Ontario Safety League

Tel: (416) 620-1720

Signs of Summer

(continued from page 2)

Motorists are reminded that in many cases crews and equipment work are in close proximity to traffic and it's imperative for drivers to be alert as they approach and drive through highway work zones.

If you are going to be driving through unfamiliar territory this summer, you can avoid the unexpected by doing a little pre-trip planning. Check to see if the highway you plan to use has construction work scheduled. Information on highway construction can be obtained from any local Ministry of Transportation district office or by calling MTO's Road Information Office toll-free at 1-800-268-1576 or 1-800-268-1357.

Help work crews safely do their job maintaining and repairing Ontario's highways. Reduce the risk of accident and injury. Look for the signs and slow down as you take to the road this summer.

ontario traffic safety

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ONTARIO
TRAFFIC SAFETY
COMMUNICATIONS AND PUBLIC EDUCATION
BRANCH
1201 WILSON AVE.
DOWNSVIEW, ONT. M3M 1J8
(416) 235-5777

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